



Agenda

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice

DATE: Tuesday, September 24, 2024, 10:00 a.m.

LOCATION: Legislative Chamber, Room 250, City Hall

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

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PUBLIC COMMENT CALL-IN: 1-415-655-0001; Access Code: 2663 946 4134 ##

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

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

CLERK: 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 99 (depending on your provider) or may visit the SFGovTV website (www.sfgovtv.org) to stream the live meeting or may watch them on demand.

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

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

1. Roll Call
2. Chair's Report – **INFORMATION**
3. Executive Director's Report – **INFORMATION**



4. Approve the Minutes of the September 10, 2024 Meeting – **ACTION*** **5**

Consent Agenda

5. **[Final Approval]** Appoint Sharon Ng as the District 3 Representative to the Community Advisory Committee – **ACTION*** **11**
6. **[Final Approval]** Allocate \$284,145 in Prop L Funds, with Conditions, and Allocate \$3,493,000 in Traffic Congestion Mitigation Tax Funds for Three Requests – **ACTION*17**
Projects: Prop L. SFMTA: Great Highway Gateway Study [NTP] (\$159,145). SFPW: Clement St/6th Ave Intersection Improvements [NTP] (\$125,000). TNC Tax. Vision Zero Quick-Build Program Implementation FY25 (\$3,493,000)
7. **[Final Approval]** Amend Two Prop K Grants to Allow Cost Savings from the San Francisco Ferry Terminal Security Improvements (Design)(\$132,405) and Potrero Avenue Pavement Renovation (\$737,181) Projects to Fund, Respectively, San Francisco Ferry Terminal Security Improvements (Construction)(\$132,405) and De Long Street Pavement Renovation (\$350,000) and Sunset Boulevard Pavement Renovation (\$387,181 – **ACTION*** **83**
Projects: Prop K. GGBHTD: San Francisco Ferry Terminal Security Improvements (\$132,405, construction). SFPW: De Long Street Pavement Renovation (\$80,000 design, \$270,000 construction), and Sunset Boulevard Pavement Renovation (\$387,181 construction)
8. **[Final Approval]** Adopt I-280 Northbound Geneva Off-Ramp Study – **ACTION*** **119**

End of Consent Agenda

9. Transit Recovery and Fiscal Cliff Update: BART, SFMTA, Caltrain - **INFORMATION*** **151**
10. Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Nine Months Ending March 31, 2024 – **INFORMATION*** **223**
11. Investment Report and Debt Expenditure Report for the Quarter Ended June 30, 2024 – **INFORMATION*** **257**

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



**San Francisco
County Transportation
Authority**

Board Meeting Notice – Agenda

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

The meeting proceedings can be viewed live or on demand after the meeting at www.sfgovtv.org. 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. **Please note the wheelchair lift at the Goodlett Place/Polk Street is temporarily not available.** Meetings are real-time captioned and are cablecast open-captioned on SFGovTV, the Government Channel 26 or 99 (depending on your provider). Assistive listening devices for the Legislative Chamber and the Committee Room are available upon request at the Clerk of the Board's Office, Room 244. To request sign language interpreters, readers, large print agendas, or other accommodations, please contact the Clerk of the Transportation Authority at (415) 522-4800. Requests made at least 48 hours in advance of the meeting will help to ensure availability. Attendees at all public meetings are reminded that other attendees may be sensitive to various chemical-based products.

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

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

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MINUTES

San Francisco County Transportation Authority

Tuesday, September 10, 2024

1. Roll Call

Chair Mandelman called the meeting to order at 10:15 a.m.

Present at Roll Call: Commissioners Dorsey, Engardio, Mandelman, Melgar, Preston, Ronen, Stefani, and Walton (8)

Absent at Roll Call: Commissioners Chan (entered during Item 4), Peskin, Safai (entered during Item 5) (3)

2. Approve the Minutes of the July 23, 2024 Meetings - ACTION

There was no public comment.

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

The minutes were approved without objection by the following vote:

Ayes: Commissioners Dorsey, Engardio, Mandelman, Melgar, Preston, Ronen, Stefani, and Walton (8)

Absent: Commissioner(s) Chan, Peskin, Safai (3)

3. Community Advisory Committee Report – INFORMATION

Kat Siegal, Community Advisory Committee (CAC) Chair, reported that the CAC had met twice since her last report to the Board in July. Ms. Siegal stated the CAC received updates from the San Francisco Municipal Transportation Authority (SFMTA) about the Quick Build Program and What's Next for Vision Zero and an update on Severe Injury and Fatalities Trends Update from the Department of Public Health (SFDPH). She stated members wanted more information about trends in underlying causes of fatal and injury crashes and also wanted to know whether more data could be collected about more minor injury crashes and whether more reporting about injury crashes could be done by hospitals to decrease the reliance on police reports.

Chair Siegal reported that during the September 4th CAC meeting, members approved the resolution for the Bayview Street Safety and Truck Relief Study grant. She stated that the CAC Vice Chair and District 10 representative expressed strong support for that stud. Ms. Siegal also said that members had a long discussion on the Prop L and TNC Tax Fund and Allocations item, particularly on the Great Highway Gateway study. She stated that several members were concerned the study was being considered prior to the election and Prop K would affect the scope of the project. She said that some



members thought it better to wait until after the election to conduct the Great Highway Gateway study. Ms. Siegal stated that the CAC voted separately on the allocation for the study, and it had passed six to three. She also stated that the CAC approved the remaining request for the 6th Avenue and Clement Street Intersection Improvements and the fiscal year 2025 Quick Build projects. Lastly, Ms. Siegal noted that the CAC unanimously approved the Prop K amendments for the two pavement renovation projects and the Ferry Terminal improvements.

Chair Mandelman thanked Chair Siegal and the CAC members for their work on the CAC.

There was no public comment.

4. State and Federal Legislation Update – INFORMATION

Mark Watts, Sacramento Advocate, presented the item per the staff memorandum.

Chair Mandelman asked what next steps for SFMTA would be assuming Senate Bill (SB) 532 (Wiener) was signed by the Governor.

Joel Ramos, Acting Director of Government Affairs for SFMTA, responded that the bill could be used to help address the financial challenges of the agency and would be discussed by the Muni Funding Working Group and that SFMTA is a supporter of the legislation. Mr. Ramos explained that nothing could be done immediately and that the first step would be for SFMTA to work with stakeholders representing low-income communities and others to develop an equitable and accessible parking cash payment plan before anything is implemented on San Francisco streets, adding that an initiative under SB 532 could help low-income drivers save money.

Chair Mandelman asked about the percentage of current parking fees that are being paid through mobile devices.

Mr. Ramos replied that he does not have the information on hand and went on to explain the differences between current parking fee payment operations and how payment would work under the pilot program if authorized by SB 532, noting that the current payment structure does not allow SFMTA to implement benefits for low-income drivers.

Vice Chair Melgar asked who currently opposes SB 532.

Mr. Ramos replied that there is no opposition but noted support from the cities of Long Beach and Santa Monica as well as various other groups.

There was no public comment.

5. Appoint Sharon Ng as the District 3 Representative to the Community Advisory Committee – ACTION

Amelia Walley, Senior Program Analyst, presented the item per the staff memorandum.

Sharon Ng spoke to her interests and qualifications for serving on the CAC, stating that if she were appointed to the CAC, she would be committed to representing the transportation interest of District 3 and champion initiatives that make San Francisco's transportation system more equitable.

Calvin Yan, Legislative Aide, spoke on behalf of Commissioner Peskin and thanked



former District 3 CAC representative, Rose Chen. Mr. Yan said that District 3 had to balance transit needs along with the needs of families and seniors who live there. He also stated that Commissioner Peskin believed that Ms. Ng had the balance, expertise, and younger perspective to tackle a lot of the transit, transportation, public safety, bike connections in the city. He stated Ms. Ng was a community worker in the Chinatown Community Development and that her perspective on the community development as part of the transportation network was crucial to the position. He continued by saying that Ms. Ng was also a member of the Chinatown Transportation Research Improvement Project. Mr. Yan concluded by stating Commissioner Peskin urged and requested the Board appoint Sharon Ng as the CAC District 3 representative.

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 Chan, Dorsey, Engardio, Mandelman, Melgar, Preston, Ronen, Safai, Stefani, and Walton (10)

Absent: Commissioner Peskin (1)

6. [Final Approval on First Appearance] Authorize the Executive Director to Execute Master Agreements, Program Supplemental Agreements, Cooperative Agreements, Fund Transfer Agreements and Any Amendments Thereto with the California Department of Transportation for Receipt of State Funds for the Bayview Street Safety and Truck Relief Study in the Amount of \$525,110; and State Funds for Planning, Programming, and Monitoring in the Amount of \$199,000– ACTION

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

There was no public comment.

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

The item was approved without objection by the following vote:

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

Absent: Commissioner Peskin (1)

7. Allocate \$284,145 in Prop L Funds, with Conditions, and Allocate \$3,493,000 in Traffic Congestion Mitigation Tax Funds for Three Requests – ACTION

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

Commissioner Safai said that with regard to the Vision Zero Quick Build request that there would be a number of speed limit reductions on high injury corridors in District 11. He stated that District 11 is bounded by two freeways and that many drivers use neighborhoods as cut-throughs which caused a significant amount of speeding. He said that the SFMTA had done a tremendous amount of work on traffic calming, including speed cushions and raised crosswalks, and thanked staff. He said that speed limit reductions would be a third element to help calm traffic. He asked what the magnitude



of the speed limit reduction would be.

Jen Wong, Transportation Planner with SFMTA, replied that the request would fund installation of new speed limit signs reflecting a 5 mile per hour reduction in the speed limit at eligible locations. She said that the final locations had not been determined, but that potential locations were included in the meeting materials.

During public comment, Eileen Boken stated that she represented Sunset-Parkside Education and Action Committee (SPEAK). She stated the Great Highway Gateway Study was misguided and that agendizing it could be seen as an implied endorsement of Proposition K. She said that SPEAK strongly urged the Board to table the request.

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

The item was approved without objection by the following vote:

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

Absent: Commissioner Peskin (1)

8. Amend Two Prop K Grants to Allow Cost Savings from the San Francisco Ferry Terminal Security Improvements (Design) (\$132,405) and Potrero Avenue Pavement Renovation (\$737,181) Projects to Fund, Respectively, San Francisco Ferry Terminal Security Improvements (Construction) (\$132,405) and De Long Street Pavement Renovation (\$350,000) and Sunset Boulevard Pavement Renovation (\$387,181) – ACTION

Amelia Walley, Senior Program Analyst, presented the item per the staff memorandum.

Commissioner Safai thanked Executive Director Tilly Chang and Transportation Authority staff for their work on the De Long Street request and expressed his appreciation that the block was being addressed.

There was no public comment.

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

The item was approved without objection by the following vote:

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

Absent: Commissioner Peskin (1)

9. Adopt I-280 Northbound Geneva Off-Ramp Study – ACTION

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

Commissioner Safai commented that this area often experienced significant traffic congestion as cars exit the northbound I-280 off-ramp and said there was a need for clearer pedestrian safety measures and traffic flow management. Commissioner Safai stated he appreciated all three recommendations and was in full support of the study. He also said that he thought extending the exit lane would be helpful because of how dangerous the backup was coming off the freeway and commented that the curve



made it hard for drivers to predict the traffic slow down ahead. He appreciated the hard work of Director Chang and the Transportation Authority team.

Vice Chair Melgar stated she saw there was collaboration with Caltrans as part of the study, but not with BART. She said due to the BART drop offs on both sides, both northbound and southbound directions were dangerous. She continued by saying that one of the most dangerous things about the intersection was the northbound ramp because the elevator to the BART station was on the north side of the street. She recounted seeing pedestrians, cyclists, and people crossing in wheelchairs at that intersection in order to reach the elevator and having to contend with drivers turning right. She asked whether there was collaboration with BART in regard to signage.

Carl Holmes, Deputy Director for Capital Projects, responded that scope described by Vice Chair Melgar would be included in the recommended traffic signal upgrade work.

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

The item was approved without objection by the following vote:

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

Absent: Commissioner Peskin (1)

10. SFMTA Quick Build Program Update – INFORMATION

Jen Wong, Quick-Build Program Manager at SFMTA presented the item.

There was no public comment.

11. SFMTA What's Next for Vision Zero – INFORMATION

Shannon Hake, Speed Safety Camera Program Manager at SFMTA presented the item.

Chair Mandelman asked about the status of the speed safety camera program.

Ms. Hake responded that it was on track and SFMTA would implement the cameras in 2025.

Chair Mandelman asked about the Vision Zero program name and the potential branding update.

Ms. Hake responded that, based upon public feedback, SFMTA planned to make the Vision Zero topic more relatable and move towards a positive vision rather than avoiding negative consequences.

Chair Mandelman commented that work had been completed, which had prevented injuries and fatalities. However, he noted that the Vision Zero goal did not seem to have been reached.

During public comment, Malena Mackey Cabada from WalkSF said they represented a coalition of more than 30 community organizations in San Francisco and that they had provided the Commissioners a copy of recommendations from the Vision Zero Coalition.



12. San Francisco Department of Public Health Vision Zero SF: Severe Injury and Fatalities Trends Update – INFORMATION

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

Chair Mandelman commented that the identification of trends was challenging, and the data for the current year had negative statistics. He asked if there were conclusions to be drawn from the data in 2022 and 2023.

Seth Pardo stated that the City Controller had created a dashboard that compared San Francisco to other comparable cities which showed that San Francisco was leading the way towards Vision Zero but, similar to other cities, had a long way to go to achieve this.

During public comment, a commenter stated that Waymo was not included in the presentation and that Vision Zero implied zero vision.

Other Items

13. Introduction of New Items - INFORMATION

There were no new items introduced.

14. Public Comment

There was no public comment.

15. Adjournment

The meeting was adjourned at 11:34 a.m.



Memorandum

AGENDA ITEM 5

DATE: August 20, 2024

TO: Transportation Authority Board

FROM: Maria Lombardo - Chief Deputy Director

SUBJECT: 09/10/24 Board Meeting: Appoint Sharon Ng as the District 3 Representative to the Community Advisory Committee

| | |
|--|--|
| <p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Per Section 5.2(a) of the Administrative Code, each Commissioner shall nominate one member to the Community Advisory Committee (CAC). Neither staff nor CAC members make recommendations regarding CAC appointments.</p> <p>SUMMARY</p> <p>There is an open seat on the 11-member CAC for District 3 as the result of the prior representative (Rosa Chen) resigning from the CAC. Commissioner Peskin has indicated his intent to nominate Sharon Ng to the District 3 seat and the Administrative Code requires Ms. Ng to appear before the Board to speak to her interests and qualifications for serving on the CAC. Members serve for a two-year term. There are no term limits. The current roster of CAC members is included in Attachment 1. The application for the CAC candidate is included in Attachment 2.</p> | <ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input checked="" type="checkbox"/> Other: CAC Appointment |
|--|--|

BACKGROUND

As described in the Transportation Authority’s Administrative Code, the CAC shall provide input to the Transportation Authority in:

1. Defining the mission of the Transportation Authority;
2. Reflecting community values in the development of the mission and program of the Transportation Authority, and channeling that mission and program back to the community;
3. Defining criteria and priorities for implementing the Expenditure Plan programs consistent with the intention of the half-cent sales tax funding purposes; and



4. Monitoring the Transportation Authority's programs and evaluating the sponsoring agencies' productivity and effectiveness.

DISCUSSION

The Board appoints 11 members to the CAC and each Commissioner nominates one member to the committee. Per Section 5.2(a) of the Administrative Code, the CAC:

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

An applicant must be a San Francisco resident to be considered eligible for appointment. Applicants are asked to provide residential location and areas of interest but provide ethnicity and gender information on a voluntary basis. CAC applications are accepted on a continuous basis and can be submitted through the Transportation Authority's website at sfcta.org/cac.

All applicants are advised that they need to appear in person before the Board in order to be appointed unless they have previously appeared. If a candidate is unable to appear before the Board on the first appearance, they may appear at the following Board meeting in order to be eligible for appointment. Applicants who were previously CAC members, but whose membership was terminated due to missing four of the last 12 regularly scheduled meetings must appear before the Board to be reappointed.

FINANCIAL IMPACT

The requested action would not have an impact on the adopted Fiscal Year 2024/25 budget.

CAC POSITION

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

SUPPLEMENTAL MATERIALS

- Attachment 1 - CAC Roster
- Attachment 2 - CAC Applications
- Attachment 3 - Resolution

ATTACHMENT 1

Community Advisory Committee Members

| Name | Gender | Ethnicity* | District | Neighborhood | Affiliation / Interest | First Appointed | Term Expiration |
|------------------------|--------|------------|----------|------------------------------|---|-----------------|-----------------|
| VACANT | | | 3 | | | | |
| VACANT | | | 11 | | | | |
| Najuawanda Daniels | F | AA | 10 | NP | Social and racial justice; Labor; Neighborhood; Public Policy | September 2022 | September 2024 |
| Rachael Ortega | F | C | 8 | NP | Business; Environment; Social and racial justice; Neighborhood; Public Policy | October 2022 | October 2024 |
| Jerry Levine | M | C | 2 | Cow Hollow | Business; Neighborhood; Public policy | November 2018 | November 2024 |
| Sean Kim | M | A | 1 | Central Richmond | Business; Disabled; Environment; Social and racial justice; Labor; Neighborhood; Public Policy; Senior | May 2023 | May 2025 |
| Phoebe Ford | F | C | 4 | Central Sunset | Business; Environment; Neighborhood | September 2023 | September 2025 |
| Austin Milford-Rosales | M | C | 6 | Mission Bay/SOMA | Environment; Public Policy | October 2023 | October 2025 |
| Kat Siegal | F | C | 5 | Cole Valley / Haight Ashbury | Disabled; Environment; Social and racial justice ; Labor; Neighborhood; Public Policy; Senior; Other | February 2022 | February 2026 |
| Margarita Venecia | F | H/L | 9 | Portola | Business; Disabled; Environment; Social and racial justice; Labor; Neighborhood; Public Policy; Senior; Youth, undocumented communities | February 2024 | February 2026 |

*A - Asian | AA - African American | AI - American Indian or Alaska Native | C - Caucasian

* H/L - Hispanic or Latino | NH - Native Hawaiian or Other Pacific Islander | ME - Middle Eastern | NP - Not Provided (Voluntary Information)



San Francisco County Transportation Authority

Application for Membership on the Community Advisory Committee

| | | | |
|---|---|---|--|
| Sharon <small>FIRST NAME</small> | Ng <small>LAST NAME</small> | Female <small>GENDER (OPTIONAL)</small> | 3 <small>WORK SUPERVISORIAL DISTRICT</small> |
| East Asian <small>ETHNICITY (OPTIONAL)</small> | | No <small>IDENTIFY AS HISPANIC, LATINO, OR LATINX? (OPTIONAL)</small> | |
| District 7 <small>HOME SUPERVISORIAL DISTRICT</small> | Inner Sunset <small>NEIGHBORHOOD OF RESIDENCE</small> | [redacted] <small>HOME PHONE</small> | [redacted] <small>HOME EMAIL</small> |
| [redacted] <small>STREET ADDRESS OF HOME</small> | [redacted] <small>CITY</small> | [redacted] <small>STATE</small> | [redacted] <small>ZIP</small> |

Statement of qualifications:

Some key qualifications and experiences that make me a strong fit for the position include: Community Engagement: I have over 5 years of community engagement experience through my planning curriculum, extracurriculars, and employment. By being part of several community groups myself, I know how to build relationships and bring people together. I also understand local knowledge is essential to planning that reflects the publics we serve. I've worked on projects in 4 different counties, and have found different ways to adapt to the specific needs of each one. Cultural Competency: I attended 75+ hours of trainings on diversity, equity, and inclusion over the past 4 years and strive to create empowering working and living environments for all. I approach planning through the lens of socioeconomic equity and teamwork. I've also held several leadership roles in which I was able to build community and teach others about these topics. Urban Planning: With a degree in City & Regional Planning and minors in Sustainable Environments, Political Science, and Ethnic Studies, I recognize how the physical form of places affects the social sustainability and livability of these environments. I've worked on projects of different scopes from General Plan Updates to designing educational garden spaces, and have always considered the unintended impacts of these projects. Whether seen or unseen, all projects and policies have a ripple effect on people's lived experiences. Additionally, as a long time transit rider, recent community planner, and current staff for Chinatown TRIP, I have tactile knowledge of existing transit conditions and insight on how potential projects may impact our communities. Though I reside on the west side, in D7, I'd like to represent D3 given my strong ties to community groups in the area.

Statement of objectives:

My objective is to uplift the voices of historically marginalized communities and ensure that a community driven process is at the center of all current and future projects. I want to champion a robust San Francisco transportation network created for and by the people who are part of it, where we actively address the historical ramifications that still persist while proactively laying the groundwork for a more equitable, sustainable future.

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

Environment; Social and racial justice; Neighborhood; Public Policy; Senior

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

Yes

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

Sharon Ng

7/31/2024

NAME OF APPLICANT

DATE



San Francisco
County Transportation
Authority

BD091024

RESOLUTION NO. 25-10

RESOLUTION APPOINTING SHARON NG AS THE DISTRICT 3 REPRESENTATIVE TO
THE COMMUNITY ADVISORY COMMITTEE OF THE SAN FRANCISCO COUNTY
TRANSPORTATION AUTHORITY

WHEREAS, Section 131265(d) of the California Public Utilities Code, as implemented by Section 5.2(a) of the Administrative Code of the San Francisco County Transportation Authority, requires the appointment of a Community Advisory Committee (CAC) consisting of 11 members; and

WHEREAS, There is currently a vacancy on the CAC for a District 3 representative since the prior representative has resigned from the CAC; and

WHEREAS, At its September 10, 2024 meeting, Sharon Ng spoke to their interest and qualifications for serving on the CAC; and

WHEREAS, The Board reviewed and considered the applicant's qualifications and experience; now therefore, be it

RESOLVED, That the Board hereby appoints Sharon Ng as the District 3 representative to serve on the CAC of the San Francisco County Transportation Authority for a two-year term; and be it further

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



Memorandum

AGENDA ITEM 6

DATE: September 5, 2024

TO: Transportation Authority Board

FROM: Anna LaForte - Deputy Director for Policy and Programming

SUBJECT: 9/10/2024 Board Meeting: Allocate \$284,145 in Prop L Funds, with Conditions, and Allocate \$3,493,000 in Traffic Congestion Mitigation Tax Funds for Three Requests

| | |
|--|--|
| <p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Allocate \$159,145 in Prop L funds, with conditions, to San Francisco Municipal Transportation Agency (SFMTA) for:</p> <ol style="list-style-type: none"> Great Highway Gateway Study [NTP] (\$159,145) <p>Allocate \$125,000 in Prop L funds, with conditions, to San Francisco Public Works (SFPW) for:</p> <ol style="list-style-type: none"> Clement Street and 6th Avenue Intersection Improvements [NTP] (\$125,000) <p>Allocate \$3,493,000 in Traffic Congestion Mitigation Tax (TNC Tax) funds to SFMTA for:</p> <ol style="list-style-type: none"> Vision Zero Quick-Build Program Implementation FY25 (\$3,493,000) <p>SUMMARY</p> <p>Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s). Attachment 2 provides a brief description of the projects. Attachment 3 contains the staff recommendations. Project sponsors will attend the meeting to answer any questions the Board may have regarding these requests.</p> | <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____ |
|--|--|

DISCUSSION

Attachment 1 summarizes the subject requests, including information on proposed leveraging (i.e., stretching Prop L sales tax dollars further by matching them with



other fund sources) compared with the leveraging assumptions in the Prop L Expenditure Plan. Attachment 2 includes brief project descriptions. Attachment 3 summarizes the staff recommendations for these requests, highlighting special conditions and other items of interest. An Allocation Request Form for each project is attached, with more detailed information on scope, schedule, budget, funding, deliverables, and special conditions.

FINANCIAL IMPACT

The recommended action would allocate \$284,145 in Prop L funds and \$3,493,00 in TNC Tax funds. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

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

Sufficient funds are included in the Transportation Authority's adopted FY 2024/25 budget. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distributions in those fiscal years.

CAC POSITION

The CAC considered this item at its September 4, 2024, meeting and approved the Great Highway Gateway Study request with six ayes and three votes in opposition. The remaining two requests were approved unanimously. With respect to the Great Highway Gateway Study, Member Kim said that with Proposition K on the ballot in November, the current pilot weekend automobile prohibition on Great Highway, and no funding secured to construct a potential park it was premature to allocate funds for the Great Highway Gateway Study. SFMTA staff responded that if Proposition K passed then the legislation would supersede the pilot and if it did not pass then the pilot program would continue, and SFMTA would re-evaluate the scope and budget accordingly, noting that there were opportunities for improvements in the study area. SFMTA staff added that it was common to plan in advance of changes, such as development and traffic changes.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Summary of Requests



- Attachment 2 - Project Descriptions
- Attachment 3 - Staff Recommendations
- Attachment 4 - Prop L and TNC Allocation Summaries - FY 2024/25
- 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 | Current TNC Tax Request | Total Cost for Requested Phase(s) | Leveraging | | Phase(s) Requested | District(s) |
|--------------|---------------------------------------|---------------------------------|--|------------------------------|-------------------------------|---|---|--|-------------------------|-------------|
| | | | | | | | Expected Leveraging by EP Line ³ | Actual Leveraging by Project Phase(s) ⁴ | | |
| Prop L | 25 | SFMTA | Great Highway Gateway Study [NTP] | \$ 159,145 | | \$ 159,145 | 78% | 0% | Planning | 4 |
| Prop L | 25 | SFPW | Clement Street & 6th Avenue Intersection Improvements [NTP] | \$ 125,000 | | \$ 125,000 | 78% | 0% | Design, Construction | 1 |
| TNC Tax | Quick-Builds | SFMTA | Vision Zero Quick-Build Program Implementation FY 25 | | \$ 3,493,000 | \$ 3,493,000 | NA | 0% | Design, Construction | Citywide |
| TOTAL | | | | \$ 284,145 | \$ 3,493,000 | \$ 3,777,145 | | | | |

Footnotes

- ¹ "EP Line No./Category" is either the Prop L Expenditure Plan line number referenced in the 2023 Prop L Strategic Plan Baseline or the Traffic Congestion Mitigation Tax (TNC Tax) category referenced in the Program Guidelines..
- ² Acronym: SFMTA (San Francisco Municipal Transportation Agency), and SFPW (San Francisco Public Works)
- ³ "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop L funds expected to be available for a given Prop L Expenditure Plan line item by the total expected funding for that Prop L Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop L funds should cover 90% of the total costs for all projects in that program, and Prop L should cover only 10%.
- ⁴ "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop L, non-Prop AA, or non-TNC Tax funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop L dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

Attachment 2: Brief Project Descriptions ¹

| EP Line No./ Category | Project Sponsor | Project Name | Prop L Funds Requested | TNC Tax Funds Requested | Project Description |
|--------------------------|--------------------|---|---------------------------|----------------------------|---|
| 25 | SFMTA | Great Highway Gateway Study [NTP] | \$ 159,145 | \$ - | Requested Neighborhood Program funds would be used for a study of the Lower and Upper Great Highway, Lincoln Way, La Playa Street, and MLK Jr. Drive intersections to create a more pleasant driving, biking, and walking environment. The study will consider geometric design improvements, traffic circulation and signal considerations, place-making features, and streetscape enhancements that improve multi-modal safety, wayfinding, navigation, and transit connectivity, SFMTA expects to complete the study by the end of 2025 and will present the final report to the Board for approval. |
| 25 | SFPW | Clement Street & 6th Avenue Intersection Improvements [NTP] | \$ 125,000 | \$ - | Neighborhood Program funds would be used for design (\$25,000) and construction (\$100,000) of pavement marking improvements at the intersection of Clement Street and 6th Avenue, including new thermoplastic crosswalk designs. The proposed intersection improvements will help to improve safety, walkability and overall neighborhood awareness at this location, which is close to many businesses, shops, cafes, restaurants, homes and schools. SFPW expects the project to be open for use by June 2026. |
| Quick-Builds | SFMTA | Vision Zero Quick-Build Program Implementation FY 25 | \$ - | \$ 3,493,000 | The Vision Zero Quick-Build Program expedites the delivery of pedestrian safety, bicycle safety, transit, and traffic calming improvements citywide. Quick-build projects are comprised of reversible or adjustable traffic control, such as roadway and curb paint, signs, and parking and loading adjustments. This request is for funding to implement daylighting at approximately 300 intersections, speed limit reduction on approximately 70 safety corridors, and bikeway hardening for approximately 200 medians along existing bikeways as a hardened buffer. See the attached allocation request form with maps and lists of potential locations which are located throughout San Francisco and not limited to the Vision Zero High Injury Network. SFMTA expects to complete all of the work funded by this request by December 2026. |
| TOTAL | | | \$284,145 | \$3,493,000 | |

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

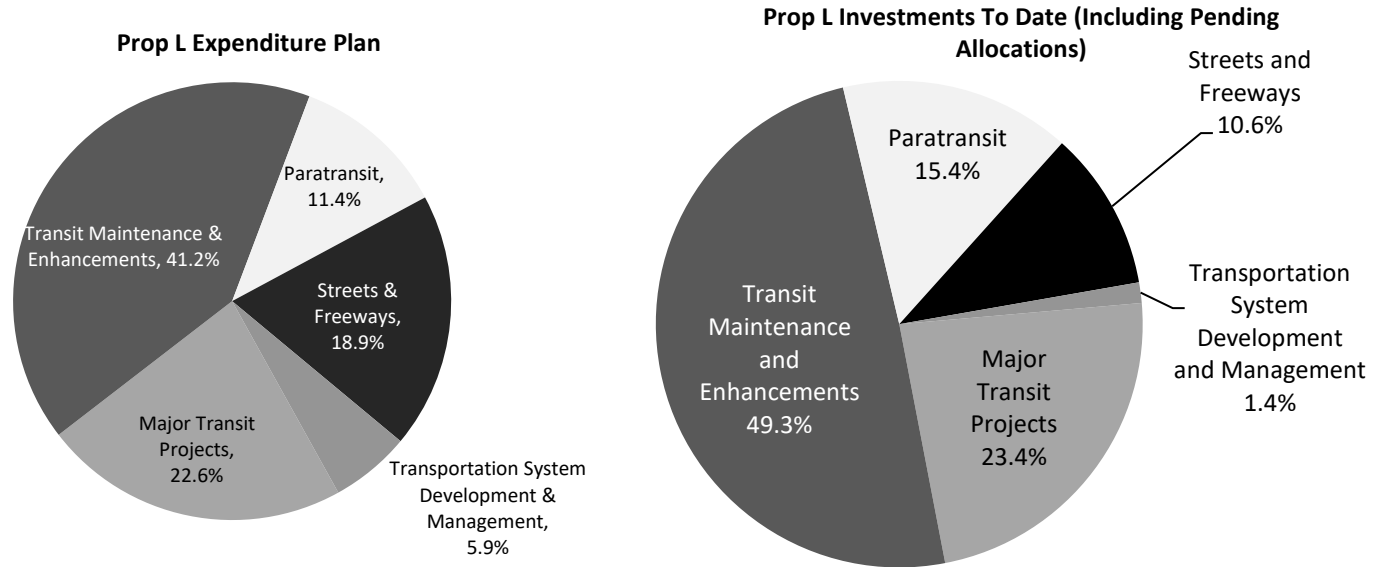
| EP Line No./ Category | Project Sponsor | Project Name | Prop L Funds Recommended | TNC Tax Funds Recommended | Recommendations |
|-----------------------|-----------------|---|--------------------------|---------------------------|--|
| 25 | SFMTA | Great Highway Gateway Study [NTP] | \$ 159,145 | | Deliverable: Upon completion of project, SFMTA shall present the final report to the Board for approval (anticipated December 2025). |
| 25 | SFPW | Clement Street & 6th Avenue Intersection Improvements [NTP] | \$ 125,000 | | Special Condition: The Transportation Authority will not reimburse SFPW for the construction phase until Transportation Authority staff releases the funds (\$100,000) pending receipt of evidence of completion of design (e.g. copy of certifications page or workorder, internal design completion documentation, or similar). Recommendation is for a multi-phase allocation for this Neighborhood Program project given the short duration of the construction phase (3 months) and with the concurrence of the District Supervisor. |
| Quick-Builds | SFMTA | Vision Zero Quick-Build Program Implementation FY 25 | | \$ 3,493,000 | Recommendation is for a multi-phase allocation given short duration design phases for quick-build projects and overlapping design and construction phases as work is conducted at various locations. Improvements are expected to move quickly from design to construction, as they do not require major street reconstruction and will be implemented by city crews and/or on-call contractors. |
| TOTAL | | | \$ 284,145 | \$ 3,493,000 | |

¹ See Attachment 1 for footnotes.

**Attachment 4.
Prop L Summary - FY2024/25**

| PROP L SALES TAX | | | | | | |
|-------------------------|---------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| FY 2024/25 | Total | FY 2024/25 | FY 2025/26 | FY 2026/27 | FY 2027/28 | FY 2028/29 |
| Prior Allocations | \$ 66,917,637 | \$ 13,965,500 | \$ 32,642,819 | \$ 17,504,318 | \$ 2,805,000 | \$ - |
| Current Request(s) | \$ 284,145 | \$ 104,572 | \$ 179,573 | \$ - | \$ - | \$ - |
| New Total Allocations | \$ 67,201,782 | \$ 14,070,072 | \$ 32,822,392 | \$ 17,504,318 | \$ 2,805,000 | \$ - |

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



| TRAFFIC CONGESTION MITIGATION TAX (TNC Tax) | | | | | | |
|--|--------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| FY2024/25 | Total | FY 2024/25 | FY 2025/26 | FY 2026/27 | FY 2027/28 | FY 2028/29 |
| Prior Allocations | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Current Request(s) | \$ 3,493,000 | \$ 1,746,500 | \$ 1,266,800 | \$ 479,700 | \$ - | \$ - |
| New Total Allocations | \$ 3,493,000 | \$ 1,746,500 | \$ 1,266,800 | \$ 479,700 | \$ - | \$ - |

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

San Francisco County Transportation Authority Allocation Request Form

| | |
|---------------------------------|---|
| FY of Allocation Action: | FY2024/25 |
| Project Name: | Great Highway Gateway Study [NTP] |
| Primary Sponsor: | San Francisco Municipal Transportation Agency |

EXPENDITURE PLAN INFORMATION

| | |
|---------------------------------|-------------------------------------|
| PROP L Expenditure Plans | Neighborhood Transportation Program |
| Current PROP L Request: | \$159,145 |
| Supervisory District | District 04 |

REQUEST

Brief Project Description

This study will focus on the Lower and Upper Great Highway, Lincoln Way, La Playa Street, MLK Jr. Drive intersections and consider geometric design improvements, traffic circulation and signal considerations, place-making features, and streetscape enhancements that improve multi-modal safety, wayfinding, navigation, and transit connectivity, resulting in a more pleasant, driving, biking, and walking environment.

Detailed Scope, Project Benefits and Community Outreach

This planning effort is a focused study of the Lower and Upper Great Highway, Lincoln Way, La Playa Street, MLK Jr. Drive intersections that considers geometric design improvements, traffic circulation and signal considerations, place-making features, and streetscape enhancements that improve multi-modal safety, wayfinding, navigation, and transit connectivity, by creating a more pleasant, driving, biking, and walking environment. It would consider future known developments at 1234 Great Highway, and incorporate any additional developments. The study will include multi-modal counts, user observation and landscape design visioning.

Planning scope would anticipate and provide a welcoming entrance for a potential Great Highway promenade/park. This promenade/park project is conditional on an affirmative vote by San Franciscans to restrict vehicles on Great Highway; if the voters do not pass this initiative, the planning scope of work would be reconsidered and revised in consultation with Commissioner Engardio, MTA, and SFCTA staff.

Task 1 Project Initiation

- Secure funds and project codes
- Execute consultant task order for work
- Refine project scope

Deliverables: Executed consultant task order, updated project scope

Task 2 Mobility Analysis and Geometric Design

- Identify additional traffic counts and models needed to consider intersection design improvements based on prior data collection and modeling
- Perform multimodal traffic counts and data collection as needed to determine current/ future travel demand and patterns as needed
- Refine existing traffic models for MLK/ La Playa and Great Highway/ Lincoln based on future configuration and demand
- Develop geometric design concepts in the geographic area based on new intersection traffic needs and known infrastructure constraints (ie Lake Merced Tunnel underneath Great Highway) and considering upcoming investment (upgraded and new traffic signals)
- Could include both quick-build and major civil improvement design alternatives

Deliverables: Traffic counts (if needed), intersection model outputs (if needed), intersection design concepts

Task 3: Streetscape Visioning

- In concert with the geometric design concepts developed in Task 2, the develop gateway treatment concept or concepts that welcome multi-modal visitors to a promenade space that is context sensitive to the adjacent ecosystem and improves safety for all users

Deliverables: Concept design(s) for gateway treatment at Great Highway/ Lincoln and adjacent intersections

Task 4: Community Engagement

- Create outreach plan with District Supervisor
- Develop SFMTA landing page for project
- Host community webinar or in-person event on concept plans
- Perform pop-up project engagement on Great Highway during weekend closures
- Summarize community engagement on intersection design and gateway treatment design concepts in outreach summary memo

Deliverables: Outreach Plan memorandum; Communications materials; Summary of outreach

Task 5: Project Management

- Host bi-weekly team meetings
- Report in SFCTA portal

Deliverables: Bi-weekly meeting notes, SFCTA quarterly reports

Task 6: Final Report and Presentation to Transportation Authority Board

- Project team will summarize findings from analysis, visioning, and community outreach into a final report. Final report will be presented for approval by the Transportation Authority CAC and Board.

Deliverables: Final Report and Presentation

The Transportation Authority's Neighborhood Transportation Program (NTP) is intended to strengthen

26

project pipelines and advance the delivery of community supported neighborhood-scale projects, especially in Equity Priority Communities and other neighborhoods with high unmet needs.

Project Location

Great Highway at Lincoln, MLK at La Playa

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

Project Phase(s)

Planning/Conceptual Engineering (PLAN)

5YPP/STRATEGIC PLAN INFORMATION

| | |
|---|---|
| Type of Project in the Prop L 5YPP/Prop AA Strategic Plan? | 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 | \$3,150,000.00 |

San Francisco County Transportation Authority Allocation Request Form

| | |
|---------------------------------|---|
| FY of Allocation Action: | FY2024/25 |
| Project Name: | Great Highway Gateway Study [NTP] |
| Primary Sponsor: | San Francisco Municipal Transportation Agency |

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 | 2025 | Jan-Feb-Mar | 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) | | | Oct-Nov-Dec | 2026 |

SCHEDULE DETAILS

This study would coordinate with a planned project for a new traffic signal at La Playa/ MLK and an upgraded traffic signal at Great Highway/ Lincoln to ensure that if minor civil design changes are recommended for either signal, to be incorporated in the design phase.

Community outreach would build off of work Great Highway Pilot and current Biking and Rolling Plan to engage local community groups in improving the entrance to a promenade.

Task 1 - Project Initiation - Jan-Mar 2025

Task 2 - Mobility Analysis and Geometric Design - Mar-Sep 2025

Task 3 - Streetscape Visioning Apr - Nov 2025

Task 4 - Community Engagement - May-December 2025

Task 5 - Project Management - Feb-December 2025

Task 6 - Final Report - December 2025

San Francisco County Transportation Authority Allocation Request Form

| | |
|---------------------------------|---|
| FY of Allocation Action: | FY2024/25 |
| Project Name: | Great Highway Gateway Study [NTP] |
| Primary Sponsor: | San Francisco Municipal Transportation Agency |

FUNDING PLAN - FOR CURRENT REQUEST

| Fund Source | Planned | Programmed | Allocated | Project Total |
|---|------------|------------------|------------|------------------|
| EP-225: Neighborhood Transportation Program | \$0 | \$159,145 | \$0 | \$159,145 |
| Phases In Current Request Total: | \$0 | \$159,145 | \$0 | \$159,145 |

COST SUMMARY

| Phase | Total Cost | PROP L - Current Request | Source of Cost Estimate |
|---------------------------------|------------|--------------------------------|--|
| Planning/Conceptual Engineering | \$159,145 | \$159,145 | Based on recent past project work on Golden Gate Park, West Portal |
| Environmental Studies | \$0 | | |
| Right of Way | \$0 | | |
| Design Engineering | \$0 | | |
| Construction | \$0 | | |
| Operations | \$0 | | |
| Total: | \$159,145 | \$159,145 | |

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

San Francisco County Transportation Authority

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

MAJOR LINE ITEM BUDGET

| BUDGET SUMMARY | | | | | | |
|----------------|-----------------------------|---|--------------------------------|-------------------------------|-----------------------------|------------|
| Agency | Task 1 - Project Initiation | Task 2 - Mobility Analysis and Geometric Design | Task 3 - Streetscape Visioning | Task 4 - Community Engagement | Task 5 - Project Management | Total |
| SFMTA | \$ 2,400 | \$ - | \$ - | \$ 22,145 | \$ 9,600 | \$ 34,145 |
| SFPW | \$ - | \$ - | \$ 50,000 | \$ - | \$ - | \$ 50,000 |
| Consultant | \$ - | \$ 75,000 | \$ - | \$ - | \$ - | \$ 75,000 |
| Total | \$ 2,400 | \$ 75,000 | \$ 50,000 | \$ 22,145 | \$ 9,600 | \$ 159,145 |

| DETAILED LABOR COST ESTIMATE - BY AGENCY | | | | | | |
|--|--------|------------------|---------------------|----------------------------|------|-----------|
| SFMTA | Hours | Base Hourly Rate | Overhead Multiplier | Fully Burdened Hourly Cost | FTE | Total |
| Manager V | 50 | \$ - | \$ - | \$ 239.10 | 0.02 | \$ 11,955 |
| Transportation Planner III | 130 | \$ - | \$ - | \$ 173.90 | 0.06 | \$ 22,607 |
| Total | 180.00 | | | | 0.09 | \$ 34,562 |

| SFPW | Hours | Base Hourly Rate | Overhead Multiplier | Fully Burdened Hourly Cost | FTE | Total |
|-----------------------|--------|------------------|---------------------|----------------------------|------|-----------|
| Landscape Architect 2 | 100 | \$ - | \$ - | \$ 225.06 | 0.05 | \$ 22,506 |
| Landscape Architect 1 | 140 | \$ - | \$ - | \$ 193.41 | 0.07 | \$ 27,077 |
| Total | 240.00 | | | | 0.12 | \$ 49,583 |

San Francisco County Transportation Authority Allocation Request Form

| | |
|---------------------------------|---|
| FY of Allocation Action: | FY2024/25 |
| Project Name: | Great Highway Gateway Study [NTP] |
| Primary Sponsor: | San Francisco Municipal Transportation Agency |

SFCTA RECOMMENDATION

| | | | |
|--------------------------------|-----------|---------------------------------|-----------|
| Resolution Number: | | Resolution Date: | |
| Total PROP L Requested: | \$159,145 | Total PROP L Recommended | \$159,145 |

| | | | |
|----------------------------|---|-------------------------|-----------------------------------|
| SGA Project Number: | | Name: | Great Highway Gateway Study [NTP] |
| Sponsor: | San Francisco Municipal Transportation Agency | Expiration Date: | 09/30/2026 |
| Phase: | Planning/Conceptual Engineering | Fundshare: | 100.0% |

Cash Flow Distribution Schedule by Fiscal Year

| Fund Source | FY2024/25 | FY2025/26 | Total |
|---------------|-----------|-----------|-----------|
| PROP L EP-201 | \$79,572 | \$79,573 | \$159,145 |

Deliverables

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

2. Upon completion of Task 2 (anticipated September 2025) provide memo and/or diagrams describing intersection design concepts.

3. For Task 4, SFMTA shall provide the Outreach Plan memorandum with the QPR following anticipated completion (May 2025). Upon completion of Task 4 (anticipated December 2025), SFMTA shall provide a summary of outreach performed, feedback received, and responses to the feedback.

4. Prior to completion, provide draft final report with sufficient time for Transportation Authority staff review and comment.

5. Upon completion of project (anticipated December 2025), SFMTA shall provide final report, including results of technical analysis and community engagement, recommendations, and a funding and implementation plan. SFMTA shall present the final report to the CAC and Board for approval or acceptance.

Notes

1. Progress reports will be shared with the District 4 Commissioner.

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

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

San Francisco County Transportation Authority Allocation Request Form

| | |
|---------------------------------|---|
| FY of Allocation Action: | FY2024/25 |
| Project Name: | Great Highway Gateway Study [NTP] |
| Primary Sponsor: | San Francisco Municipal Transportation Agency |

EXPENDITURE PLAN SUMMARY

| | |
|--------------------------------|-----------|
| Current PROP L Request: | \$159,145 |
|--------------------------------|-----------|

- 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:

CK

CONTACT INFORMATION

| | Project Manager | Grants Manager |
|---------------|----------------------------|----------------------------|
| Name: | Chava Kronenberg | Joel C Goldberg |
| Title: | Unknown | Grants Procurement Manager |
| Phone: | 555-5555 | 555-5555 |
| Email: | chava.kronenberg@sfmta.com | joel.goldberg@sfmta.com |

San Francisco County Transportation Authority Allocation Request Form

| | |
|---------------------------------|---|
| FY of Allocation Action: | FY2024/25 |
| Project Name: | Clement Street & 6th Avenue Intersection Improvements [NTP] |
| Primary Sponsor: | Department of Public Works |

EXPENDITURE PLAN INFORMATION

| | |
|---------------------------------|-------------------------------------|
| PROP L Expenditure Plans | Neighborhood Transportation Program |
| Current PROP L Request: | \$125,000 |
| Supervisorial District | District 01 |

REQUEST

Brief Project Description

Design and implement pavement marking improvements to the intersection of Clement Street and 6th Avenue, including new thermoplastic crosswalk designs, to help improve safety, walkability and overall neighborhood awareness at this intersection which is close to many businesses, shops, cafes, restaurants, homes and schools.

Detailed Scope, Project Benefits and Community Outreach

At the request of District 1 Supervisor Connie Chan, Public Works is requesting Prop L Neighborhood Transportation Program (NTP) funds to design and construct intersection improvements on Clement Street / 6th Avenue. Located just north of Golden Gate Park and south of the Presidio, the Inner Richmond is surrounded by the busiest commercial and densely populated areas found in San Francisco. This Clement Street location is a great intersection of the urban and suburban for pedestrians and drivers — close to many businesses, shops, cafes, restaurants, homes and schools. The community has expressed interest in implementing thermoplastic asphalt treatment improvements at this intersection. Project location is within 1 mile from many neighborhood facilities, including George Peabody Elementary School, Roosevelt Middle School, Richmond Branch Library, and the Kaiser Permanente San Francisco Medical Center. The proposed intersection improvements would help to improve safety, walkability and overall neighborhood awareness.

The District 1 Supervisor's Office has already performed general outreach regarding this project. Public Works will work closely with Supervisor's Office to expedite public outreach process and the design phase, as well as expedite contract administration and construction of this project to implement onsite improvements as soon as possible per Supervisor request.

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

Project Location

6th Avenue and Clement Street

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

Project Phase(s)

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

Justification for Multi-phase Request

Recommendation is for a multi-phase allocation for this Neighborhood Program project given the short duration of the construction phase (3 months) and with the concurrence of the District Supervisor.

5YPP/STRATEGIC PLAN INFORMATION

| | |
|---|---|
| Type of Project in the Prop L 5YPP/Prop AA Strategic Plan? | New Project |
| Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan? | Less than or Equal to Programmed Amount |
| PROP L Amount | \$2,990,855.00 |

San Francisco County Transportation Authority Allocation Request Form

| | |
|---------------------------------|---|
| FY of Allocation Action: | FY2024/25 |
| Project Name: | Clement Street & 6th Avenue Intersection Improvements [NTP] |
| 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) | Jan-Feb-Mar | 2025 | Oct-Nov-Dec | 2025 |
| Advertise Construction | Oct-Nov-Dec | 2025 | | |
| Start Construction (e.g. Award Contract) | Oct-Nov-Dec | 2025 | | |
| Operations (OP) | | | | |
| Open for Use | | | Oct-Nov-Dec | 2025 |
| Project Completion (means last eligible expenditure) | | | Apr-May-Jun | 2026 |

SCHEDULE DETAILS

Project kickoff: January 2025
 Outreach and Community Feedback: February 2025 – July 2025
 Design: August 2025 – October 2025
 Construction/Implementation: November 2025 - December 2025

San Francisco County Transportation Authority Allocation Request Form

| | |
|---------------------------------|---|
| FY of Allocation Action: | FY2024/25 |
| Project Name: | Clement Street & 6th Avenue Intersection Improvements [NTP] |
| Primary Sponsor: | Department of Public Works |

FUNDING PLAN - FOR CURRENT REQUEST

| Fund Source | Planned | Programmed | Allocated | Project Total |
|---|------------|------------------|------------|------------------|
| EP-225: Neighborhood Transportation Program | \$0 | \$125,000 | \$0 | \$125,000 |
| Phases In Current Request Total: | \$0 | \$125,000 | \$0 | \$125,000 |

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 | \$25,000 | \$25,000 | Recent project estimates |
| Construction | \$100,000 | \$100,000 | Recent project estimates |
| Operations | \$0 | | |
| Total: | \$125,000 | \$125,000 | |

| | |
|------------------------------|------------|
| % Complete of Design: | 0.0% |
| As of Date: | 07/19/2024 |
| Expected Useful Life: | 10 Years |

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

MAJOR LINE ITEM BUDGET

| SUMMARY BY MAJOR LINE ITEM - DESIGN | | |
|-------------------------------------|------------------|------------|
| Budget Line Item | Totals | % of phase |
| 1. Total Labor | \$ 20,000 | |
| 2. Consultant | | |
| 3. Other Direct Costs * | \$ 3,000 | |
| 4. Contingency | \$ 2,000 | 9% |
| TOTAL PHASE | \$ 25,000 | |

| TOTAL LABOR COST BY AGENCY | |
|----------------------------|------------------|
| SFMTA | \$ 2,000 |
| SFPW | \$ 23,000 |
| TOTAL | \$ 25,000 |

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

MAJOR LINE ITEM BUDGET

| SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK) | | | | | |
|---|-------------------|----------------------|------------------|-----------------|-------------------|
| Budget Line Item | Totals | % of contract | SFPW | SFMTA | Contractor |
| 1. Contract | | | | | |
| Task 1: Traffic Control | \$ 5,000 | | | | \$ 5,000 |
| Task 2: Deco Asphalt | \$ 80,000 | | | | \$ 80,000 |
| Subtotal | \$ 85,000 | | | | \$ 85,000 |
| 2. OCS Replacement | \$ - | | | | |
| 3. Construction Management/Support | \$ 12,500 | 15% | \$ 10,000 | \$ 2,500 | |
| 4. Other Direct Costs * | \$ - | | | | |
| 5. Contingency | \$ 2,500 | 3% | | | \$ 2,500 |
| TOTAL CONSTRUCTION PHASE | \$ 100,000 | | \$ 10,000 | \$ 2,500 | \$ 87,500 |

San Francisco County Transportation Authority Allocation Request Form

| | |
|---------------------------------|---|
| FY of Allocation Action: | FY2024/25 |
| Project Name: | Clement Street & 6th Avenue Intersection Improvements [NTP] |
| Primary Sponsor: | Department of Public Works |

SFCTA RECOMMENDATION

| | | | |
|--------------------------------|-----------|---------------------------------|-----------|
| Resolution Number: | | Resolution Date: | |
| Total PROP L Requested: | \$125,000 | Total PROP L Recommended | \$125,000 |

| | | | |
|----------------------------|----------------------------|-------------------------|---|
| SGA Project Number: | | Name: | Clement Street & 6th Avenue Intersection Improvements [NTP] |
| Sponsor: | Department of Public Works | Expiration Date: | 06/30/2026 |
| Phase: | Design Engineering | Fundshare: | 100.0% |

Cash Flow Distribution Schedule by Fiscal Year

| Fund Source | FY2024/25 | Total |
|---------------|-----------|----------|
| PROP L EP-201 | \$25,000 | \$25,000 |

Deliverables

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

Notes

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

| | | | |
|----------------------------|----------------------------|-------------------------|---|
| SGA Project Number: | | Name: | Clement Street & 6th Avenue Intersection Improvements [NTP] |
| Sponsor: | Department of Public Works | Expiration Date: | 12/31/2026 |
| Phase: | Construction | Fundshare: | 100.0% |

Cash Flow Distribution Schedule by Fiscal Year

| Fund Source | FY2025/26 | Total |
|---------------|-----------|-----------|
| PROP L EP-201 | \$100,000 | \$100,000 |

Deliverables

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

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

Special Conditions

1. The Transportation Authority will not reimburse SFPW for the construction phase until Transportation Authority staff releases the funds (\$100,000) pending receipt of evidence of completion of design (e.g. copy of certifications page or workorder, internal design completion documentation, or similar).

Notes

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

2. Reminder: All construction signage, project fact sheets, websites and other similar materials shall comply with the attribution requirements established in the Standard Grant Agreement.

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

San Francisco County Transportation Authority Allocation Request Form

| | |
|---------------------------------|---|
| FY of Allocation Action: | FY2024/25 |
| Project Name: | Clement Street & 6th Avenue Intersection Improvements [NTP] |
| Primary Sponsor: | Department of Public Works |

EXPENDITURE PLAN SUMMARY

| | |
|--------------------------------|-----------|
| Current PROP L Request: | \$125,000 |
|--------------------------------|-----------|

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

Initials of sponsor staff member verifying the above statement:

VC

CONTACT INFORMATION

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

San Francisco County Transportation Authority Allocation Request Form

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

EXPENDITURE PLAN INFORMATION

| | |
|----------------------------------|--------------|
| TNC TAX Expenditure Plans | Quick Builds |
| Current TNC TAX Request: | \$3,493,000 |
| Supervisory District | Citywide |

REQUEST

Brief Project Description

The Vision Zero Quick-Build Program expedites the delivery of pedestrian safety, bicycle safety, transit, and traffic calming improvements citywide. Quick-build projects are comprised of reversible or adjustable traffic control, such as roadway and curb paint, signs, and parking and loading adjustments. This request is for funding to implement daylighting at approximately 300 intersections, speed limit reduction on approximately 70 safety corridors, and bikeway hardening for approximately 200 medians along existing bikeways as a hardened buffer.

Detailed Scope, Project Benefits and Community Outreach

Quick-build projects are comprised of reversible or adjustable traffic control, such as roadway and curb paint, signs, traffic signal timing updates, traffic lane reconfigurations, and parking and loading adjustments. While quick-build improvements are limited in scope, they offer the opportunity to implement safety improvements more quickly than a typical design-bid-build process. Quick-build projects are primarily implemented entirely by City crews, rather than with contractors, and include paint, signs, minor signal modifications and timing updates, plastic delineators, meter placement, concrete islands, curb ramps, and minor pavement improvements.

To help expedite the delivery of safer streets, the SFMTA requests funding to continue implementing programmatic quick-build improvements. Specifically, planned safety improvements include daylighting, speed limit reduction, and bikeway hardening. This allocation request supports the implementation of the program as described below.

Daylighting:

The SFMTA is pursuing daylighting as a quick-build treatment at all intersections in accordance with Assembly Bill 413. Daylighting will enhance visibility at intersections by removing visual obstructions near crosswalks, thereby improving safety for all road users. This treatment typically involves restricting parking near intersections to create clearer sightlines, reducing the risk of collisions and enhancing overall street safety. Previously funded efforts for daylighting are focused on intersections along the 2022 Vision Zero High Injury Network and at a limited number of schools. This request would implement an additional 300 intersections approximately, with priority at intersections adjacent to schools. A total of 674 intersections may be eligible under this criteria. Staff will track locations as

implementation progresses and remaining locations near schools will be implemented as additional funding becomes available in the future.

Speed Limit Reduction:

Under the provision of Assembly Bill 43, the SFMTA will work on lowering the speed limit at additional eligible corridors. Previously funded speed management efforts include speed limit reduction on 17 corridors in the Tenderloin neighborhood and to 70 or more commercial corridors in business activity districts between 2022 and 2024 when AB 43 first came into effect. Beginning in July 2024, AB 43 also allows cities to lower speeds by 5 miles per hour on streets designated as safety corridors. This request would implement speed limit reduction to approximately 70 safety corridors. The locations are not yet determined and this request would support the analysis to identify those locations. Locations must be on the High Injury Network in order to qualify. The SFMTA will review each High Injury Network corridor to determine if further speed limit reductions could be established using this additional flexibility provided by AB 43 and install associated signage.

Bikeway Hardening:

Quick-build projects follow an iterative design process that may necessitate new changes after initial installation. The SFMTA will identify locations of previously installed protected bikeway projects that currently use plastic delineators in the bikeway buffer and are suitable for upgrading to concrete median buffers. The SFMTA has prior experience installing concrete medians as a feature of protected bikeways. Compared to plastic delineators, concrete medians offer more comfort and protection to bicyclists traveling in the bikeway. This request would implement approximately 200 medians along bikeways as a hardened buffer. Specific locations are not yet determined and this request would support the analysis to identify those locations. Approximately 22 miles of existing bikeways that currently feature plastic delineators may be eligible for upgrades to concrete medians. This program is aligned to the strong and consistent demand for immediate safety improvements on critical streets citywide, heard through the development of the Vision Zero Action Strategy and from past hearings on the Vision Zero Quick-Build program at the SFMTA Board and the Transportation Authority. The program will continue expanding on the initial work of the Vision Zero Quick-Build program to bring traffic safety improvements throughout the city. Projects will be developed and implemented with strong community engagement and work that can be primarily completed by in-house SFMTA and Public Works crews. As new projects emerge, they will be shared through quarterly progress updates to the Transportation Authority.

Outreach and Communications Support:

Community outreach and engagement is a crucial component of the Vision Zero Quick-Build Program. The low-cost, easily adjustable nature of quick-build improvements allows the SFMTA to be responsive and modify project designs based on public input without waiting on the implementation of larger streetscape elements. For previous corridor projects receiving additional upgrades, staff will leverage existing communications channels to update the community on further street changes. Outreach for street changes like intersection daylighting, bikeway hardening, and speed limit reduction will include public hearing notifications, educational materials, posters, mailers, palm cards, and presence at community events. Staff will communicate implementation progress through various outreach and engagement methods such as the SFMTA website, social media, community tabling events, business site visits, and other various methods of outreach and engagement. Materials will be translated into languages like Spanish, Chinese, Russian, Filipino, Arabic, and Vietnamese as needed.

Program Management and Administration:

This program is aligned to the strong and consistent demand for immediate safety improvements on critical streets citywide, heard through the development of the Vision Zero Action Strategy and from

past hearings on the Vision Zero Quick-Build program at the SFMTA Board and the Transportation Authority. The program will continue expanding on the initial work of the Vision Zero Quick-Build Program to bring traffic safety improvements throughout the city.

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

Project Location

Various locations citywide.

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

Project Phase(s)

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

Justification for Multi-phase Request

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

5YPP/STRATEGIC PLAN INFORMATION

| | |
|---|---|
| Type of Project in the Prop L 5YPP/Prop AA Strategic Plan? | |
| Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan? | Less than or Equal to Programmed Amount |
| TNC TAX Amount | \$3,493,000.00 |

San Francisco County Transportation Authority Allocation Request Form

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

ENVIRONMENTAL CLEARANCE

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

PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

San Francisco County Transportation Authority Allocation Request Form

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

FUNDING PLAN - FOR CURRENT REQUEST

| Fund Source | Planned | Programmed | Allocated | Project Total |
|---|------------|--------------------|------------|--------------------|
| Prop D: EP-601: Quick Builds | \$0 | \$3,493,000 | \$0 | \$3,493,000 |
| Phases In Current Request Total: | \$0 | \$3,493,000 | \$0 | \$3,493,000 |

COST SUMMARY

| Phase | Total Cost | Source of Cost Estimate |
|---------------------------------|-------------|---|
| Planning/Conceptual Engineering | \$0 | |
| Environmental Studies | \$0 | |
| Right of Way | \$0 | |
| Design Engineering | \$295,000 | Prior experience with SFMTA labor |
| Construction | \$3,198,000 | Prior experience with SFMTA labor and materials |
| Operations | \$0 | |
| Total: | \$3,493,000 | |

| | |
|------------------------------|------------|
| % Complete of Design: | 0.0% |
| As of Date: | 07/18/2024 |
| Expected Useful Life: | 10 Years |

Typical Unit Cost Estimates for Quick-Build Project Elements

Notes

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

Typical Unit Costs - SFMTA Paint Shop

| ITEM # | DESCRIPTION | UNIT | Typical Unit Cost |
|--------|---|--------|-------------------|
| 1 | 12" Crosswalk Lines / Stop Bars | Lin Ft | \$8.96 |
| 2 | 4" Broken White or Yellow | Lin Ft | \$2.55 |
| 3 | 4" Solid White or Yellow | Lin Ft | \$4.49 |
| 4 | 6" Broken White | Lin Ft | \$3.69 |
| 5 | 6" Solid White | Lin Ft | \$5.61 |
| 6 | 8" Broken White or Yellow | Lin Ft | \$5.05 |
| 7 | 8" Solid White or Yellow | Lin Ft | \$6.57 |
| 8 | 24" Solid White or Yellow | Lin Ft | \$9.14 |
| 9 | Double Yellow | Lin Ft | \$8.79 |
| 10 | Two Way Left Turn Lanes (ea line) | Lin Ft | \$5.84 |
| 11 | Raised Pavement Markers (White or Yellow) | Each | \$20.55 |
| 12 | Per Block Fees | Each | \$1,421.06 |
| 13 | Parking Stalls (Angle Stalls or "T"s) | Each | \$49.41 |
| 14 | Bus Zones | Lin Ft | \$10.88 |
| 15 | a. Ped Ramp Painting (inside Metro Dist.) | Int. | \$536.73 |
| 16 | b. Ped Ramp Painting (outside Metro Dist.) | Int. | \$359.52 |
| 17 | Color Curb Painting | Lin Ft | \$14.31 |
| 18 | Wheel Stops (4" x 6" x 48" - Rubber) | Each | \$434.50 |
| 19 | 3.5" x 5.5" x 18" Pavement Bars (concrete) | Bar ft | \$86.90 |
| 20 | 4' turn restriction black & yellow raised bumps | Each | \$434.50 |
| 21 | Green Sharrow Backing - thermoplastic | Sq Ft | \$22.43 |
| 22 | Green Bike Lane - thermoplastic | Sq Ft | \$22.43 |
| 23 | Bike box | Sq Ft | \$22.43 |
| 24 | Khaki paint for Painted Safety Zones | Sq Ft | \$22.43 |
| 25 | Flexible delineator posts | Each | \$150.00 |
| 26 | Methacrylate pavement legends | Sq Ft | \$17.04 |

Typical Unit Costs - SFMTA Sign and Signal Shop

| ITEM # | DESCRIPTION | UNIT | Typical Unit Cost |
|--------|-----------------------|------|-------------------|
| 1 | Street Name Signs | Each | \$ 300.00 |
| 2 | Street Cleaning Signs | Each | \$ 300.00 |
| 3 | TANSAT | Each | \$ 300.00 |
| 4 | Blue Zone Signs | Each | \$ 300.00 |
| 5 | Bike Lane Signs | Each | \$ 300.00 |
| 6 | Lane Assignments | Each | \$ 300.00 |
| 7 | Safe-Hit Posts | Each | \$ 100.00 |
| 8 | Bike Rack | Each | \$ 370.00 |
| 9 | Bike 8" Signals R/Y/G | Each | \$ 2,000.00 |
| 10 | Extinguishable NTOR | Each | \$ 4,000.00 |

Typical Unit Costs - SFMTA Meter Shop

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

Typical Unit Costs - SFPW

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



Quick-Build Tasks by Phase

| | | Funds Requested | | |
|---|-------------------------------------|-----------------|--------------|--------------|
| # | Vision Zero Quick-Build Task | Design | Construction | Total |
| 1 | Daylighting | \$ - | \$ 1,113,000 | \$ 1,113,000 |
| 2 | Speed Limit Reduction | \$ - | \$ 1,015,000 | \$ 1,015,000 |
| 3 | Bikeway Hardening | \$ - | \$ 1,070,000 | \$ 1,070,000 |
| 4 | Outreach & Communications Support | \$ 85,000 | \$ - | \$ 85,000 |
| 5 | Program Management & Administration | \$ 210,000 | \$ - | \$ 210,000 |
| | | \$ 295,000 | \$ 3,198,000 | \$ 3,493,000 |
| | | Total DES | Total CON | Total |



Quick-Build Tasks by Project

| # | Name | Supervisorial District | Anticipated Scope Details | Estimated Quantity | Labor | Materials | Funds Requested |
|---|-----------------------|------------------------|--|--------------------|--------------------|------------------------|-----------------|
| 1 | Daylighting | Various | Daylighting of intersections in accordance with AB 413 | 300 intersections | \$ 890,400 | \$ 222,600 | \$ 1,113,000 |
| 2 | Speed Limit Reduction | Various | Signs displaying lower speed limits on High Injury Network streets as permitted by AB 43 | 70 corridors | \$ 812,000 | \$ 203,000 | \$ 1,015,000 |
| 3 | Bikeway Hardening | Various | Upgrading plastic delineators installed on Class IV bikeways to concrete medians | 200 medians | \$ 856,000 | \$ 214,000 | \$ 1,070,000 |
| | | | | | \$ 2,558,400 | \$ 639,600 | \$ 3,198,000 |
| | | | | | Total Labor | Total Materials | Total |

San Francisco County Transportation Authority Allocation Request Form

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

SFCTA RECOMMENDATION

| | | | |
|---------------------------------|-------------|----------------------------------|-------------|
| Resolution Number: | | Resolution Date: | |
| Total PROP L Requested: | \$0 | Total PROP L Recommended | \$3,198,000 |
| Total TNC TAX Requested: | \$3,493,000 | Total TNC TAX Recommended | \$295,000 |

| | | | |
|----------------------------|---|-------------------------|--|
| SGA Project Number: | | Name: | Vision Zero Quick-Build Implementation FY25 design |
| Sponsor: | San Francisco Municipal Transportation Agency | Expiration Date: | 12/31/2026 |
| Phase: | Design Engineering | Fundshare: | 0.0% |

Cash Flow Distribution Schedule by Fiscal Year

| Fund Source | FY2024/25 | FY2025/26 | Total |
|----------------|-----------|-----------|-----------|
| TNC TAX EP-601 | \$147,500 | \$147,500 | \$295,000 |

Deliverables

- Quarterly progress reports shall include detailed updated information on the scope, schedule, budget, and expenditures for each corridor, as well as project delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery.
- Upon completion, Sponsor shall provide evidence of completion of 100% design (e.g., copy of certifications page or copy of work order).

Notes

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

| | | | |
|----------------------------|---|-------------------------|--|
| SGA Project Number: | | Name: | Vision Zero Quick-Build Implementation FY25 construction |
| Sponsor: | San Francisco Municipal Transportation Agency | Expiration Date: | 12/31/2027 |
| Phase: | Construction | Fundshare: | 100.0% |

Cash Flow Distribution Schedule by Fiscal Year

| Fund Source | FY2024/25 | FY2025/26 | FY2026/27 | Total |
|-------------|-----------|-----------|-----------|-------|
| | | | | |

| | | | | |
|---------------|-------------|-------------|-----------|-------------|
| PROP L EP-201 | \$1,599,000 | \$1,119,300 | \$479,700 | \$3,198,000 |
|---------------|-------------|-------------|-----------|-------------|

Deliverables

1. Quarterly progress reports shall include detailed updated information on the scope, schedule, budget, and expenditures for each corridor, as well as project delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery.

2. Prior to starting construction activities, provide 2-3 photos of typical before conditions for each corridor. For every quarter during which project construction activities are happening, provide 2-3 photos of work being performed and work completed.

3. SFMTA shall provide regular project evaluation updates. SFMTA's annual Safe Streets Evaluation report will be accepted to fulfill this deliverable, so long as it addresses the corridors included in this request.

Notes

1. In October 2020 through Resolution 23-42 the Board programmed \$9,493,883 million in TNC Tax funds to the FY 24 Vision Zero Quick-Build Program and has since allocated \$6,000,00 to FY24 quick-build projects. This recommendation would allocate a total of \$3,493,883 in funds programmed but unallocated to date.

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

San Francisco County Transportation Authority Allocation Request Form

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

EXPENDITURE PLAN SUMMARY

| | |
|---------------------------------|-------------|
| Current TNC TAX Request: | \$3,493,000 |
|---------------------------------|-------------|

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

Potential Daylighting Scope

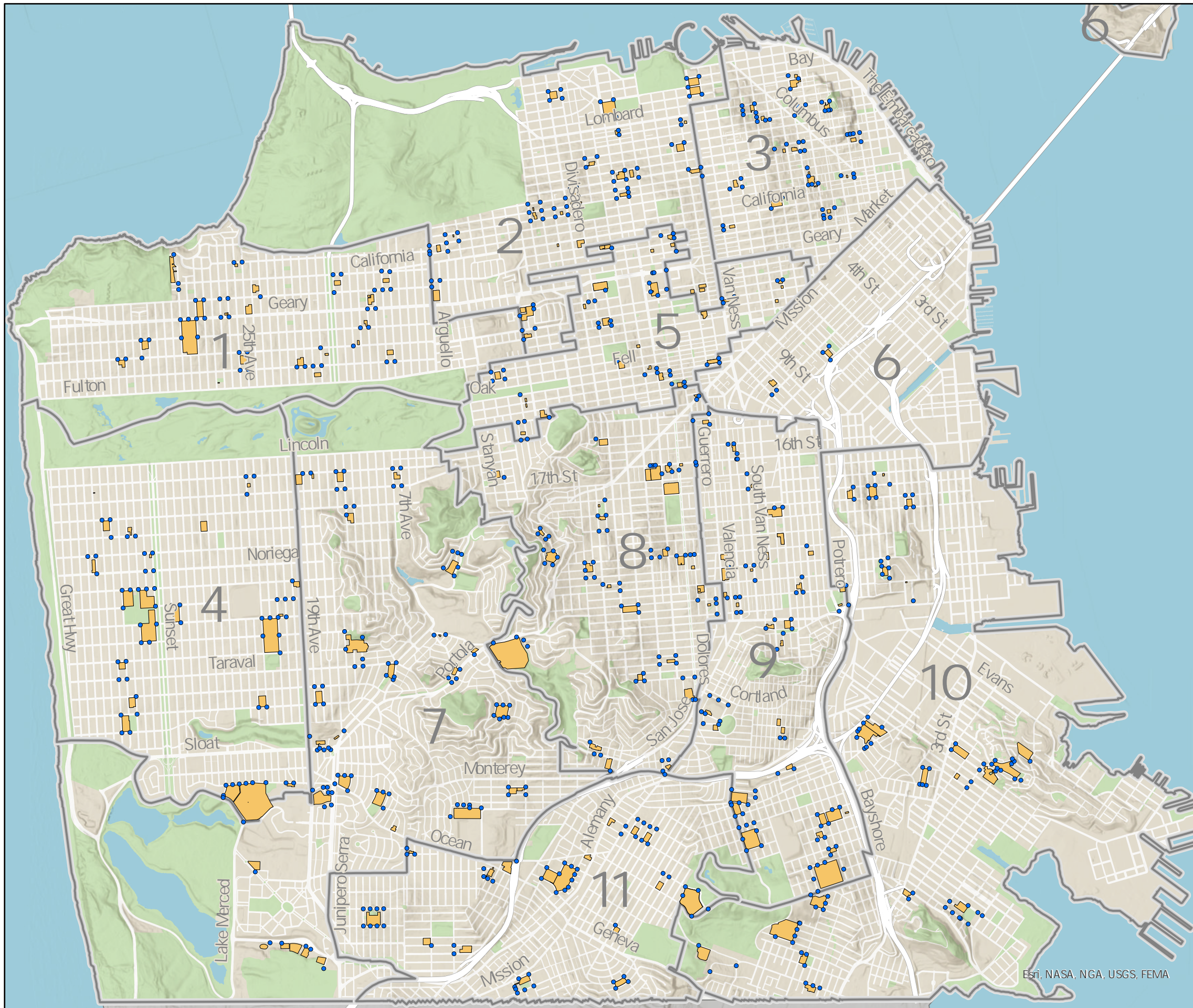
Eligible intersections near schools for potential daylighting

August 2024

Intersections within one block of public and private schools in San Francisco that may be eligible for potential daylighting using resources from this funding request. Intersections excluded include prior and ongoing daylighting work from other programs and projects.

Legend

- Eligible intersections (674)
- ▭ Schools
- ▭ Supervisor districts



0.2 miles

Scale 1:46,211

Date Saved: 8/23/2024

By downloading this map, you are agreeing to the following disclaimer: "The City and County of San Francisco ("City") provides the following data as a public record and no rights of any kind are granted to any person by the City's provision of this data. The City and County of San Francisco ("City") makes no representation regarding and does not guarantee or otherwise warrant the accuracy or completeness of this data. Anyone who uses this data for any purpose whatsoever does so entirely at their own risk. The City shall not be liable or otherwise responsible for any loss, harm, claim or action of any kind from any person arising from the use of this data. By accessing this data, the person accessing it acknowledges that she or he has read and does so under the condition that she or he agrees to the contents and terms of this disclaimer."

Esri, NASA, NGA, USGS, FEMA



Potential Daylighting Locations

| District | Street | Cross Street |
|----------|---------------|---------------|
| 1 | CABRILLO ST | 18TH AVE |
| 1 | ANZA ST | 10TH AVE |
| 1 | MASONIC AVE | EWING TER |
| 1 | GEARY BLVD | 8TH AVE |
| 1 | BALBOA ST | 15TH AVE |
| 1 | GEARY BLVD | 9TH AVE |
| 1 | GEARY BLVD | 31ST AVE |
| 1 | CORNWALL ST | 7TH AVE |
| 1 | LAKE ST | 24TH AVE |
| 1 | GEARY BLVD | 30TH AVE |
| 1 | BALBOA ST | 40TH AVE |
| 1 | CABRILLO ST | 15TH AVE |
| 1 | CABRILLO ST | 24TH AVE |
| 1 | CABRILLO ST | 6TH AVE |
| 1 | GEARY BLVD | 27TH AVE |
| 1 | CABRILLO ST | 25TH AVE |
| 1 | BALBOA ST | 37TH AVE |
| 1 | CLEMENT ST | 6TH AVE |
| 1 | CLEMENT ST | 26TH AVE |
| 1 | CLEMENT ST | 29TH AVE |
| 1 | LAKE ST | 25TH AVE |
| 1 | ANZA ST | 37TH AVE |
| 1 | BALBOA ST | 11TH AVE |
| 1 | GEARY BLVD | 26TH AVE |
| 1 | BALBOA ST | 39TH AVE |
| 1 | ANZA ST | 9TH AVE |
| 1 | FUNSTON AVE | CLEMENT ST |
| 1 | CALIFORNIA ST | 12TH AVE |
| 1 | BALBOA ST | 25TH AVE |
| 1 | CLEMENT ST | 7TH AVE |
| 1 | GEARY BLVD | 32ND AVE |
| 1 | BALBOA ST | 24TH AVE |
| 1 | ANZA ST | 36TH AVE |
| 1 | CLEMENT ST | 30TH AVE |
| 1 | ANZA ST | 30TH AVE |
| 1 | FUNSTON AVE | CALIFORNIA ST |
| 1 | ANZA ST | 32ND AVE |
| 1 | CABRILLO ST | 7TH AVE |
| 1 | GEARY BLVD | 29TH AVE |
| 1 | CALIFORNIA ST | 32ND AVE |
| 1 | CABRILLO ST | 17TH AVE |
| 1 | MARVEL CT | 32ND AVE |
| 1 | CLEMENT ST | 8TH AVE |
| 1 | CLEMENT ST | 27TH AVE |
| 1 | CLEMENT ST | 22ND AVE |

| | | |
|---|-------------------|----------------|
| 1 | CORNWALL ST | 6TH AVE |
| 1 | CABRILLO ST | 16TH AVE |
| 1 | EL CAMINO DEL MAR | 32ND AVE |
| 2 | UNION ST | GOUGH ST |
| 2 | MAPLE ST | CLAY ST |
| 2 | WASHINGTON ST | DIVISADERO ST |
| 2 | SCOTT ST | JACKSON ST |
| 2 | GREENWICH ST | FRANKLIN ST |
| 2 | LAKE ST | ARGUELLO BLVD |
| 2 | NORMANDIE TER | BROADWAY |
| 2 | PALM AVE | EUCLID AVE |
| 2 | WEBSTER ST | MOULTON ST |
| 2 | CLAY ST | ARGUELLO BLVD |
| 2 | WEBSTER ST | BROMLEY PL |
| 2 | WASHINGTON ST | BAKER ST |
| 2 | UNION ST | FRANKLIN ST |
| 2 | VAN NESS AVE | BAY ST |
| 2 | WEBSTER ST | CHESTNUT ST |
| 2 | UNION ST | STEINER ST |
| 2 | WEBSTER ST | BAY ST |
| 2 | WEBSTER ST | VALLEJO ST |
| 2 | WASHINGTON ST | LYON ST |
| 2 | WEBSTER ST | BROADWAY |
| 2 | WEBSTER ST | PACIFIC AVE |
| 2 | BUCHANAN ST | BROADWAY |
| 2 | TURK BLVD | MASONIC AVE |
| 2 | WASHINGTON ST | BRODERICK ST |
| 2 | PIERCE ST | GREEN ST |
| 2 | UNION ST | PIERCE ST |
| 2 | VAN NESS AVE | NORTH POINT ST |
| 2 | SCOTT ST | PACIFIC AVE |
| 2 | POLK ST | FRANCISCO ST |
| 2 | JACKSON ST | FILLMORE ST |
| 2 | FILLMORE ST | BAY ST |
| 2 | FRANKLIN ST | BROADWAY |
| 2 | PACIFIC AVE | BAKER ST |
| 2 | PACIFIC AVE | LYON ST |
| 2 | LAGUNA ST | GEARY BLVD |
| 2 | PACIFIC AVE | FILLMORE ST |
| 2 | SCOTT ST | BEACH ST |
| 2 | VALLEJO ST | BUCHANAN ST |
| 2 | SACRAMENTO ST | ARGUELLO BLVD |
| 2 | FILLMORE ST | CHESTNUT ST |
| 2 | JACKSON ST | BRODERICK ST |
| 2 | FILLMORE ST | BROADWAY |
| 2 | FRANKLIN ST | BLACKSTONE CT |
| 2 | WASHINGTON ST | MAPLE ST |
| 2 | WEBSTER ST | JACKSON ST |

| | | |
|---|-----------------|-----------------|
| 2 | WASHINGTON ST | CHERRY ST |
| 2 | TURK BLVD | CENTRAL AVE |
| 2 | VALLEJO ST | FILLMORE ST |
| 2 | MASONIC AVE | GOLDEN GATE AVE |
| 2 | SCOTT ST | BROADWAY |
| 2 | CLAY ST | CHERRY ST |
| 2 | CLEMENT ST | ARGUELLO BLVD |
| 2 | EUCLID AVE | ARGUELLO BLVD |
| 2 | WEBSTER ST | GREENWICH ST |
| 2 | PACIFIC AVE | DIVISADERO ST |
| 2 | POLK ST | NORTH POINT ST |
| 2 | SACRAMENTO ST | CHERRY ST |
| 2 | JACKSON ST | BAKER ST |
| 2 | TERRA VISTA AVE | ANZAVISTA AVE |
| 2 | NORTH POINT ST | DIVISADERO ST |
| 2 | JACKSON ST | DIVISADERO ST |
| 2 | VAN NESS AVE | FRANCISCO ST |
| 2 | DIVISADERO ST | BEACH ST |
| 2 | OFARRELL ST | ANZAVISTA AVE |
| 2 | SCOTT ST | NORTH POINT ST |
| 2 | LYON ST | JACKSON ST |
| 3 | VALLEJO ST | BARTOL ST |
| 3 | STONE ST | JACKSON ST |
| 3 | VALLEJO ST | MONTGOMERY ST |
| 3 | REDFIELD ALY | FILBERT ST |
| 3 | VALLEJO ST | TURK MURPHY LN |
| 3 | POLK ST | AUSTIN ST |
| 3 | KEARNY ST | FILBERT ST |
| 3 | PINE ST | GRANT AVE |
| 3 | PARKHURST ALY | CLAY ST |
| 3 | VAN NESS AVE | BROADWAY |
| 3 | LOMBARD ST | LEAVENWORTH ST |
| 3 | STOCKTON ST | CLAY ST |
| 3 | VALPARAISO ST | JONES ST |
| 3 | STOCKTON ST | GREENWICH ST |
| 3 | SACRAMENTO ST | JONES ST |
| 3 | STOCKTON ST | EMMA ST |
| 3 | POLK ST | PINE ST |
| 3 | LURMONT TER | LEAVENWORTH ST |
| 3 | CHATHAM PL | BUSH ST |
| 3 | JONES ST | CALIFORNIA ST |
| 3 | GENOA PL | FILBERT ST |
| 3 | TAYLOR ST | FALLON PL |
| 3 | SANSOME ST | BROADWAY |
| 3 | GREENWICH ST | BRANT ALY |
| 3 | VALLEJO ST | MASON ST |
| 3 | VALLEJO ST | SANSOME ST |
| 3 | LOMBARD ST | JONES ST |

| | | |
|---|--------------------|---------------|
| 3 | KEARNY ST | GREENWICH ST |
| 3 | MONTGOMERY ST | MERCHANT ST |
| 3 | JACKSON ST | HYDE ST |
| 3 | VARENNE ST | FILBERT ST |
| 3 | WORDEN ST | FRANCISCO ST |
| 3 | ROBERT C LEVY TUNL | BROADWAY |
| 3 | MONTGOMERY ST | CLAY ST |
| 3 | VALLEJO ST | POWELL ST |
| 3 | VANDEWATER ST | POWELL ST |
| 3 | VAN NESS AVE | PACIFIC AVE |
| 3 | TURK MURPHY LN | BROADWAY |
| 3 | TAYLOR ST | SACRAMENTO ST |
| 3 | TAYLOR ST | FILBERT ST |
| 3 | POWELL ST | CHESTNUT ST |
| 3 | GREENWICH ST | CHILD ST |
| 3 | WASHINGTON ST | HYDE ST |
| 3 | STOCKTON ST | BUSH ST |
| 3 | LEAVENWORTH ST | GREENWICH ST |
| 3 | JOICE ST | CLAY ST |
| 3 | VALLEJO ST | HODGES ALY |
| 3 | WASHINGTON ST | STONE ST |
| 3 | WASHINGTON ST | LARKIN ST |
| 3 | JONES ST | GREENWICH ST |
| 3 | VALLEJO ST | PRESCOTT CT |
| 3 | POWELL ST | GREENWICH ST |
| 3 | POWELL ST | FILBERT ST |
| 3 | STOCKTON ST | PINE ST |
| 3 | JONES ST | FILBERT ST |
| 3 | MERCHANT ST | KEARNY ST |
| 4 | PACHECO ST | 37TH AVE |
| 4 | MIDDLEFIELD DR | GELLERT DR |
| 4 | ORTEGA ST | 40TH AVE |
| 4 | RIVERA ST | 24TH AVE |
| 4 | VICENTE ST | 40TH AVE |
| 4 | MORAGA ST | 38TH AVE |
| 4 | RIVERA ST | 38TH AVE |
| 4 | SANTIAGO ST | 22ND AVE |
| 4 | MORAGA ST | 37TH AVE |
| 4 | KIRKHAM ST | 42ND AVE |
| 4 | PACHECO ST | 21ST AVE |
| 4 | RIVERA ST | 22ND AVE |
| 4 | MIDDLEFIELD DR | EUCALYPTUS DR |
| 4 | QUINTARA ST | 22ND AVE |
| 4 | SANTIAGO ST | 42ND AVE |
| 4 | ORTEGA ST | 39TH AVE |
| 4 | FOREST VIEW DR | EUCALYPTUS DR |
| 4 | MEADOWBROOK DR | EUCALYPTUS DR |
| 4 | QUINTARA ST | 34TH AVE |

| | | |
|---|----------------|------------------|
| 4 | NORIEGA ST | 37TH AVE |
| 4 | IRVING ST | 25TH AVE |
| 4 | MELBA AVE | EUCALYPTUS DR |
| 4 | MIDDLEFIELD DR | LAKE MERCED BLVD |
| 4 | NORIEGA ST | 44TH AVE |
| 4 | JUDAH ST | 25TH AVE |
| 4 | LAWTON ST | 39TH AVE |
| 4 | QUINTARA ST | 35TH AVE |
| 4 | MORAGA ST | 44TH AVE |
| 4 | QUINTARA ST | 39TH AVE |
| 4 | EUCALYPTUS DR | 22ND AVE |
| 4 | PACHECO ST | 20TH AVE |
| 4 | VICENTE ST | 24TH AVE |
| 4 | NORIEGA ST | 38TH AVE |
| 4 | QUINTARA ST | 23RD AVE |
| 4 | QUINTARA ST | 24TH AVE |
| 4 | INVERNESS DR | EUCALYPTUS DR |
| 4 | TARAVAL ST | 41ST AVE |
| 4 | WAWONA ST | 42ND AVE |
| 4 | PACHECO ST | 22ND AVE |
| 4 | LAWTON ST | 40TH AVE |
| 4 | IRVING ST | 24TH AVE |
| 4 | VICENTE ST | 25TH AVE |
| 4 | ORTEGA ST | 37TH AVE |
| 4 | PACHECO ST | 35TH AVE |
| 4 | MORAGA ST | 45TH AVE |
| 4 | RIVERA ST | 39TH AVE |
| 4 | SYLVAN DR | EUCALYPTUS DR |
| 4 | TARAVAL ST | 42ND AVE |
| 4 | WAWONA ST | 41ST AVE |
| 4 | ULLOA ST | 40TH AVE |
| 4 | ORTEGA ST | 38TH AVE |
| 4 | QUINTARA ST | 37TH AVE |
| 4 | VICENTE ST | 42ND AVE |
| 4 | QUINTARA ST | 21ST AVE |
| 4 | SANTIAGO ST | 41ST AVE |
| 4 | KIRKHAM ST | 43RD AVE |
| 4 | PACHECO ST | 41ST AVE |
| 4 | EUCALYPTUS DR | 25TH AVE |
| 4 | ORTEGA ST | 41ST AVE |
| 4 | LAWTON ST | 42ND AVE |
| 4 | ORTEGA ST | 20TH AVE |
| 4 | PACHECO ST | 34TH AVE |
| 5 | PIERCE ST | ELM ST |
| 5 | SCOTT ST | ELLIS ST |
| 5 | OAK ST | GOUGH ST |
| 5 | WEBSTER ST | OAK ST |
| 5 | ROSE ST | BUCHANAN ST |

| | | |
|---|-----------------|-----------------|
| 5 | SCOTT ST | GOLDEN GATE AVE |
| 5 | WILMOT ST | STEINER ST |
| 5 | OFARRELL ST | HOLLIS ST |
| 5 | POLK ST | ELM ST |
| 5 | PIERCE ST | HAYES ST |
| 5 | WALLER ST | ASHBURY ST |
| 5 | PIERCE ST | OFARRELL ST |
| 5 | OAK ST | FILLMORE ST |
| 5 | GROVE ST | CLAYTON ST |
| 5 | OAK ST | BUCHANAN ST |
| 5 | SUTTER ST | OCTAVIA ST |
| 5 | EARL GAGE JR ST | BUCHANAN ST |
| 5 | HAYES ST | CLAYTON ST |
| 5 | LILY ST | BUCHANAN ST |
| 5 | VAN NESS AVE | ELM ST |
| 5 | ROSE ST | LAGUNA ST |
| 5 | PINE ST | OCTAVIA ST |
| 5 | SCOTT ST | ELM ST |
| 5 | TURK ST | POLK ST |
| 5 | HOLLIS ST | ELLIS ST |
| 5 | STEINER ST | HAYES ST |
| 5 | VAN NESS AVE | TURK ST |
| 5 | PINE ST | LAGUNA ST |
| 5 | ZAMPA LN | GEARY BLVD |
| 5 | OAK ST | ASHBURY ST |
| 5 | WALLER ST | DOWNEY ST |
| 5 | HAYES ST | COLE ST |
| 5 | JONES ST | EDDY ST |
| 5 | GEARY BLVD | BUCHANAN ST |
| 5 | WAGNER ALY | EDDY ST |
| 5 | GROVE ST | COLE ST |
| 5 | OCTAVIA ST | AUSTIN ST |
| 5 | QUICKSTEP LN | ELLIS ST |
| 5 | WEBSTER ST | HICKORY ST |
| 5 | ELLIS ST | BEIDEMAN ST |
| 5 | PIERCE ST | GOLDEN GATE AVE |
| 6 | HICKORY ST | FRANKLIN ST |
| 6 | FOLSOM ST | 11TH ST |
| 6 | CLEVELAND ST | 7TH ST |
| 6 | SHERMAN ST | CLEVELAND ST |
| 6 | AVENUE E | 13TH TI ST |
| 6 | HARRISON ST | 7TH ST |
| 6 | JUNIPER ST | FOLSOM ST |
| 6 | GATEVIEW AVE | 13TH TI ST |
| 6 | OAK ST | FRANKLIN ST |
| 7 | LURLINE ST | FUNSTON AVE |
| 7 | WESTGATE DR | KENWOOD WAY |
| 7 | VERDUN WAY | CLAREMONT BLVD |

| | | |
|---|--------------------|----------------------------|
| 7 | VERDUN WAY | LENOX WAY |
| 7 | SAN FERNANDO WAY | DARIEN WAY |
| 7 | STONECREST DR | BROADMOOR DR |
| 7 | CHURCH PARKING LOT | CHURCH ACCESS RD |
| 7 | STERN GROVE CT | 19TH AVE |
| 7 | ROSSMOOR DR | ELMHURST DR |
| 7 | MYRA WAY | AVOCA ALY |
| 7 | SEQUOIA WAY | BELLA VISTA WAY |
| 7 | GREENWOOD AVE | COLON AVE |
| 7 | WEST PORTAL AVE | 15TH AVE |
| 7 | TARAVAL ST | 12TH AVE |
| 7 | MAGELLAN AVE | 12TH AVE |
| 7 | FOERSTER ST | FLOOD AVE |
| 7 | PANORAMA DR | CLARENDON AVE |
| 7 | WAITHMAN WAY | ULLOA ST |
| 7 | UNNAMED 124 | CHURCH PARKING LOT |
| 7 | HEARST AVE | EDNA ST |
| 7 | MERCED AVE | LAGUNA HONDA BLVD |
| 7 | THOMAS MORE WAY | SAN FRANCISCO GOLF CLUB RD |
| 7 | JUDAH ST | 14TH AVE |
| 7 | VICENTE ST | 17TH AVE |
| 7 | ULLOA ST | LAGUNA HONDA BLVD |
| 7 | WILDWOOD WAY | PLYMOUTH AVE |
| 7 | OAK PARK DR | CLARENDON AVE |
| 7 | WOODSIDE AVE | VASQUEZ AVE |
| 7 | IRVING ST | 18TH AVE |
| 7 | SAN RAFAEL WAY | DARIEN WAY |
| 7 | TARAVAL ST | CLAREMONT BLVD |
| 7 | SYDNEY WAY | FOWLER AVE |
| 7 | IRVING ST | 6TH AVE |
| 7 | ULLOA ST | 18TH AVE |
| 7 | 12TH AVE | END: 1-49 BLOCK |
| 7 | WARREN DR | ASHWOOD LN |
| 7 | OCEAN AVE | EUCALYPTUS DR |
| 7 | SLOAT BLVD | CRANLEIGH DR |
| 7 | WINSTON DR | LAKE MERCED BLVD |
| 7 | ROCKDALE DR | OMAR WAY |
| 7 | HAZELWOOD AVE | GREENWOOD AVE |
| 7 | CLARENDON AVE | ASHWOOD LN |
| 7 | FLOOD AVE | EDNA ST |
| 7 | OMAR WAY | MYRA WAY |
| 7 | SEQUOIA WAY | OMAR WAY |
| 7 | UPLAND DR | APTOS AVE |
| 7 | GLADIOLUS LN | ELMHURST DR |
| 7 | WAITHMAN WAY | PORTOLA DR |
| 7 | SAN FERNANDO WAY | OCEAN AVE |
| 7 | RIVERA ST | 14TH AVE |
| 7 | SLOAT BLVD | ARDENWOOD WAY |

| | | |
|---|---------------------|---------------------|
| 7 | JUDAH ST | 6TH AVE |
| 7 | VALDEZ AVE | GREENWOOD AVE |
| 7 | KIRKHAM ST | FUNSTON AVE |
| 7 | HEARST AVE | FOERSTER ST |
| 7 | SLOAT BLVD | BEACHMONT DR |
| 7 | JUNIPERO SERRA BLVD | DARIEN WAY |
| 7 | IRVING ST | 14TH AVE |
| 7 | TARAVAL ST | FUNSTON AVE |
| 7 | JUDSON AVE | HAZELWOOD AVE |
| 7 | UPLAND DR | SAN ALESO AVE |
| 7 | SLOAT BLVD | AVON WAY |
| 7 | IRVING ST | 17TH AVE |
| 7 | TARAVAL ST | LENOX WAY |
| 7 | ROSSMOOR DR | 19TH AVE |
| 7 | ULLOA ST | 17TH AVE |
| 7 | KIRKHAM ST | 12TH AVE |
| 7 | TAPIA DR | ARBALLO DR |
| 7 | JOOST AVE | BROMPTON AVE |
| 7 | BELLA VISTA WAY | AVOCA ALY |
| 7 | IRVING ST | 7TH AVE |
| 7 | WARREN DR | OAK PARK DR |
| 7 | CLAREMONT BLVD | ALLSTON WAY |
| 7 | CHURCH PARKING LOT | CHURCH ACCESS RD |
| 7 | CHURCH PARKING LOT | CHURCH ACCESS RD |
| 7 | SANTIAGO ST | 14TH AVE |
| 7 | IRVING ST | FUNSTON AVE |
| 7 | VICENTE ST | 18TH AVE |
| 7 | JUDAH ST | 7TH AVE |
| 7 | JUDAH ST | FUNSTON AVE |
| 7 | ROSSMOOR DR | JUNIPERO SERRA BLVD |
| 7 | SLOAT BLVD | LAGUNITAS DR |
| 7 | PORTOLA DR | LAGUNA HONDA BLVD |
| 7 | ROSSMOOR DR | ELMHURST DR |
| 7 | WESTGATE DR | UPLAND DR |
| 7 | PORTOLA DR | DEL SUR AVE |
| 7 | OAK PARK DR | FOREST KNOLLS DR |
| 7 | DORCAS WAY | BELLA VISTA WAY |
| 7 | ULLOA ST | SYDNEY WAY |
| 7 | STONECREST DR | JUNIPERO SERRA BLVD |
| 7 | JUDSON AVE | FRIDA KAHLO WAY |
| 8 | HAMERTON AVE | BOSWORTH ST |
| 8 | NOE ST | 30TH ST |
| 8 | VICKSBURG ST | 22ND ST |
| 8 | COLE ST | ALMA ST |
| 8 | DOUGLASS ST | ALVARADO ST |
| 8 | NOE ST | DAY ST |
| 8 | DOUGLASS ST | 22ND ST |
| 8 | SHRADER ST | GRATTAN ST |

| | | |
|---|-----------------|--------------|
| 8 | SANCHEZ ST | 22ND ST |
| 8 | FREDERICK ST | ASHBURY ST |
| 8 | CUVIER ST | BOSWORTH ST |
| 8 | DIAMOND ST | 20TH ST |
| 8 | SHARON ST | 16TH ST |
| 8 | IRON ALY | CORBETT AVE |
| 8 | CHENERY ST | 30TH ST |
| 8 | RANDALL ST | CHENERY ST |
| 8 | GRAYSTONE TER | COPPER ALY |
| 8 | DIXIE ALY | BURNETT AVE |
| 8 | ELIZABETH ST | CASTRO ST |
| 8 | SANCHEZ ST | 29TH ST |
| 8 | TURQUOISE WAY | QUARTZ WAY |
| 8 | TWIN PEAKS BLVD | PORTOLA DR |
| 8 | PEARL ST | MARKET ST |
| 8 | CASTRO ST | 25TH ST |
| 8 | EUREKA ST | 23RD ST |
| 8 | CHILTON AVE | BOSWORTH ST |
| 8 | MIRANDO WAY | CUVIER ST |
| 8 | SANCHEZ ST | HILL ST |
| 8 | CASTRO ST | 24TH ST |
| 8 | WALLER ST | CENTRAL AVE |
| 8 | CHENERY ST | BURNSIDE AVE |
| 8 | EUREKA ST | 22ND ST |
| 8 | NOE ST | CLIPPER ST |
| 8 | COLLINGWOOD ST | 20TH ST |
| 8 | RANDALL ST | ARLINGTON ST |
| 8 | FAIR OAKS ST | 22ND ST |
| 8 | NOE ST | 25TH ST |
| 8 | COLLINGWOOD ST | 18TH ST |
| 8 | OCTAVIA ST | MARKET ST |
| 8 | FREDERICK ST | DOWNEY ST |
| 8 | ELIZABETH ST | DIAMOND ST |
| 8 | SAN JOSE AVE | 26TH ST |
| 8 | HILL ST | CHURCH ST |
| 8 | DOLORES ST | CHULA LN |
| 8 | CHURCH ST | CHULA LN |
| 8 | SAN JOSE AVE | RANDALL ST |
| 8 | DIAMOND ST | 19TH ST |
| 8 | TURQUOISE WAY | AMETHYST WAY |
| 8 | DOUGLASS ST | 23RD ST |
| 8 | LAIDLEY ST | 30TH ST |
| 8 | VALLEY ST | CHURCH ST |
| 8 | ROOSEVELT WAY | 14TH ST |
| 8 | COLLINGWOOD ST | 19TH ST |
| 8 | DOLORES ST | 22ND ST |
| 8 | FAIR OAKS ST | 25TH ST |
| 8 | CHULA LN | ABBAY ST |

| | | |
|---|--------------------|---------------|
| 8 | SAN JOSE AVE | JURI ST |
| 8 | PORTOLA DR | GLENVIEW DR |
| 8 | VALLEY ST | SANCHEZ ST |
| 8 | CHURCH ST | 29TH ST |
| 8 | MORGAN ALY | CORBETT AVE |
| 8 | IRON ALY | GRAYSTONE TER |
| 8 | DOLORES ST | 30TH ST |
| 8 | MARSILY ST | BOSWORTH ST |
| 8 | SAN JOSE AVE | 25TH ST |
| 8 | CHATTANOOGA ST | 22ND ST |
| 8 | HARLOW ST | 16TH ST |
| 8 | ROMAIN ST | CORBETT AVE |
| 8 | GARDENSIDE DR | BURNETT AVE |
| 8 | DIXIE ALY | CORBETT AVE |
| 8 | CORBETT AVE | COPPER ALY |
| 8 | LAGUNA ST | HAIGHT ST |
| 8 | DEHON ST | 16TH ST |
| 8 | GUERRERO ST | 16TH ST |
| 8 | LANDERS ST | 16TH ST |
| 8 | QUANE ST | 22ND ST |
| 9 | GAVEN ST | BOYLSTON ST |
| 9 | WAYLAND ST | SOMERSET ST |
| 9 | SOUTH VAN NESS AVE | 18TH ST |
| 9 | BRYANT ST | 22ND ST |
| 9 | OGDEN AVE | BANKS ST |
| 9 | SILVER AVE | AMHERST ST |
| 9 | PATTON ST | HIGHLAND AVE |
| 9 | SANTA MARINA ST | GLADYS ST |
| 9 | WAYLAND ST | HOLYOKE ST |
| 9 | CAMBRIDGE ST | BACON ST |
| 9 | PATTON ST | APPLETON AVE |
| 9 | FLORIDA ST | 25TH ST |
| 9 | SILLIMAN ST | CAMBRIDGE ST |
| 9 | WOOLSEY ST | GOETTINGEN ST |
| 9 | SHOTWELL ST | 18TH ST |
| 9 | SANTA MARINA ST | ELSIE ST |
| 9 | MINNA ST | 15TH ST |
| 9 | TREAT AVE | MISTRAL ST |
| 9 | SHOTWELL ST | 23RD ST |
| 9 | TULANE ST | PRINCETON ST |
| 9 | FLORIDA ST | 24TH ST |
| 9 | HWY 101 S OFF RAMP | ANDREW ST |
| 9 | SOMERSET ST | BACON ST |
| 9 | SANTA MARINA ST | PROSPECT AVE |
| 9 | CAPP ST | 16TH ST |
| 9 | STONEMAN ST | FOLSOM ST |
| 9 | HOLYOKE ST | DWIGHT ST |
| 9 | VALENCIA ST | DUBOCE AVE |

| | | |
|---|--------------------|-------------------|
| 9 | SHOTWELL ST | PRECITA AVE |
| 9 | HOLLY PARK CIR | APPLETON AVE |
| 9 | MISTRAL ST | HARRISON ST |
| 9 | WOOLSEY ST | SOMERSET ST |
| 9 | GAVEN ST | BOWDOIN ST |
| 9 | OSAGE ALY | 25TH ST |
| 9 | CAPP ST | ADAIR ST |
| 9 | YALE ST | SILLIMAN ST |
| 9 | SILVER AVE | CAMBRIDGE ST |
| 9 | CAMBRIDGE ST | BURROWS ST |
| 9 | ALABAMA ST | 25TH ST |
| 9 | YALE ST | SILVER AVE |
| 9 | FELTON ST | AMHERST ST |
| 9 | OSAGE ALY | 26TH ST |
| 9 | MISSION ST | 15TH ST |
| 9 | HOLLY PARK CIR | HIGHLAND AVE |
| 9 | HAMILTON ST | DWIGHT ST |
| 9 | GUERRERO ST | CLINTON PARK |
| 9 | GLADYS ST | APPLETON AVE |
| 9 | UTAH ST | 25TH ST |
| 9 | HARRISON ST | CESAR CHAVEZ ST |
| 9 | SOMERSET ST | KAREN CT |
| 9 | HWY 101 S OFF RAMP | ANDREW ST |
| 9 | CAPP ST | 23RD ST |
| 9 | GIRARD ST | BURROWS ST |
| 9 | TREAT AVE | PRECITA AVE |
| 9 | SOUTH VAN NESS AVE | 23RD ST |
| 9 | ORANGE ALY | 25TH ST |
| 9 | FELTON ST | CAMBRIDGE ST |
| 9 | VALENCIA ST | BROSNAN ST |
| 9 | SOUTH VAN NESS AVE | 24TH ST |
| 9 | SOUTH VAN NESS AVE | 17TH ST |
| 9 | OLMSTEAD ST | BOWDOIN ST |
| 9 | MISSION ST | 26TH ST |
| 9 | BURROWS ST | AMHERST ST |
| 9 | BACON ST | AMHERST ST |
| 9 | PRENTISS ST | OGDEN AVE |
| 9 | PRECITA AVE | HARRISON ST |
| 9 | MANSELL ST | BOWDOIN ST |
| 9 | GOETTINGEN ST | BACON ST |
| 9 | CAPP ST | 16TH ST |
| 9 | DWIGHT ST | BOWDOIN ST |
| 9 | BURROWS ST | BRUSSELS ST |
| 9 | YALE ST | FELTON ST |
| 9 | PIOCHE ST | CAMBRIDGE ST |
| 9 | MISSION ST | 25TH ST |
| 9 | OLMSTEAD ST | GOETTINGEN ST |
| 9 | GAISER CT | START: 1-99 BLOCK |

| | | |
|----|------------------------|---------------------|
| 9 | FOLSOM ST | CESAR CHAVEZ ST |
| 9 | SOMERSET ST | BURROWS ST |
| 9 | BARTLETT ST | 23RD ST |
| 9 | BARTLETT ST | 22ND ST |
| 9 | SWEENEY ST | PRINCETON ST |
| 9 | SWEENEY ST | CAMBRIDGE ST |
| 10 | TOMASO CT | CORA ST |
| 10 | ELLIOT ST | CAMPBELL AVE |
| 10 | SILVER AVE | CONKLING ST |
| 10 | INGERSON AVE | GILROY ST |
| 10 | WILLIE B KENNEDY DR | GARNETT TER |
| 10 | INGALLS ST | HARBOR RD |
| 10 | MANSELL ST | BRAZIL AVE |
| 10 | SHAFTER AVE | SELBY ST |
| 10 | WILDE AVE | DELTA ST |
| 10 | GILMAN AVE | ARELIIOUS WALKER DR |
| 10 | SAN BRUNO AVE | 25TH ST |
| 10 | WISCONSIN ST | CAROLINA ST |
| 10 | RAYMOND AVE | ELLIOT ST |
| 10 | WISCONSIN ST | 23RD ST |
| 10 | MISSOURI ST | 19TH ST |
| 10 | POMONA ST | BAY VIEW ST |
| 10 | FLORA ST | BAY VIEW ST |
| 10 | SCHWERIN ST | LELAND AVE |
| 10 | SELBY ST | HELENA ST |
| 10 | SUNNYDALE AVE | SUNNYDALE AVE |
| 10 | NEWCOMB AVE | MENDELL ST |
| 10 | CORAL RD | CAROLINA ST |
| 10 | QUESADA AVE | KEITH ST |
| 10 | SAWYER ST | RAYMOND AVE |
| 10 | LELAND AVE | DELTA ST |
| 10 | YELLOW CAB ACCESS ROAD | MISSOURI ST |
| 10 | GILMAN AVE | GIANTS DR |
| 10 | SELBY ST | REVERE AVE |
| 10 | INGERSON AVE | GRIFFITH ST |
| 10 | TOPEKA AVE | SILVER AVE |
| 10 | SILVER AVE | SANTA FE AVE |
| 10 | SUNNYDALE AVE | RUTLAND ST |
| 10 | TEXAS ST | 20TH ST |
| 10 | NEWCOMB AVE | KEITH ST |
| 10 | INGERSON AVE | HAWES ST |
| 10 | HOLLISTER AVE | HAWES ST |
| 10 | MISSOURI ST | 20TH ST |
| 10 | CAROLINA ST | 19TH ST |
| 10 | WATERVILLE ST | CONKLING ST |
| 10 | VISITACION AVE | DELTA ST |
| 10 | KANSAS ST | 18TH ST |
| 10 | TEXAS ST | 19TH ST |

| | | |
|----|---------------------|----------------|
| 10 | ARKANSAS ST | 18TH ST |
| 10 | WILLIE B KENNEDY DR | HUDSON AVE |
| 10 | MARIPOSA ST | CAROLINA ST |
| 10 | JENNINGS ST | JAMESTOWN AVE |
| 10 | GARLINGTON CT | COMMER CT |
| 10 | THOMAS AVE | SELBY ST |
| 10 | OAKDALE AVE | MENDELL ST |
| 10 | OAKDALE AVE | KEITH ST |
| 10 | PERSIA AVE | MANSELL ST |
| 10 | WILDE AVE | ERVINE ST |
| 10 | OSCEOLA LN | LA SALLE AVE |
| 10 | CORAL RD | CAROLINA ST |
| 10 | SUNNYDALE AVE | PEABODY ST |
| 10 | WHITNEY YOUNG CIR | HUDSON AVE |
| 10 | DE HARO ST | 19TH ST |
| 10 | SANTOS ST | BROOKDALE AVE |
| 10 | OSCEOLA LN | LA SALLE AVE |
| 10 | REVERE AVE | RANKIN ST |
| 10 | BROOKDALE AVE | BLYTHDALE AVE |
| 10 | HARKNESS AVE | DELTA ST |
| 10 | INGERSON AVE | GIANTS DR |
| 10 | DE HARO ST | 18TH ST |
| 10 | NEWCOMB AVE | LA SALLE AVE |
| 10 | LILLIAN ST | BEATRICE LN |
| 10 | CAROLINA ST | CAROLINA ST |
| 10 | KANSAS ST | 19TH ST |
| 10 | GRIFFITH ST | GILMAN AVE |
| 10 | REVERE AVE | KEITH ST |
| 10 | HAMILTON ST | DELTA ST |
| 10 | TEDDY AVE | ELLIOT ST |
| 10 | KEY AVE | JENNINGS ST |
| 10 | MANSELL ST | DARTMOUTH ST |
| 10 | THORNTON AVE | FLORA ST |
| 10 | LA SALLE AVE | GARLINGTON CT |
| 10 | THORNTON AVE | POMONA ST |
| 10 | ELLIOT ST | ARLETA AVE |
| 10 | WHITNEY YOUNG CIR | NEWCOMB AVE |
| 10 | CAMPBELL AVE | CAMPBELL AVE |
| 10 | THORNTON AVE | CERES ST |
| 10 | WISCONSIN ST | CONNECTICUT ST |
| 10 | INGERSON AVE | CORONADO ST |
| 10 | CAROLINA ST | 18TH ST |
| 11 | ROEMER WAY | BRUNSWICK ST |
| 11 | FARALLONES ST | CAPITOL AVE |
| 11 | OTSEGO AVE | ONEIDA AVE |
| 11 | EDGAR AVE | BRUCE AVE |
| 11 | WINDING WAY | NAYLOR ST |
| 11 | SARGENT ST | ARCH ST |

| | | |
|----|-----------------|-------------------|
| 11 | VICTORIA ST | SARGENT ST |
| 11 | WHITTIER ST | CASSANDRA CT |
| 11 | PARIS ST | AVALON AVE |
| 11 | MORSE ST | LOWELL ST |
| 11 | VERNON ST | SARGENT ST |
| 11 | ONEIDA AVE | CAYUGA AVE |
| 11 | LISBON ST | EXCELSIOR AVE |
| 11 | WHITTIER ST | BRUNSWICK ST |
| 11 | SARGENT ST | RAMSELL ST |
| 11 | LA GRANDE AVE | BRAZIL AVE |
| 11 | PRAGUE ST | NAYLOR ST |
| 11 | PLYMOUTH AVE | BROAD ST |
| 11 | SENECA AVE | DELANO AVE |
| 11 | MISSION ST | FRANCIS ST |
| 11 | ONONDAGA AVE | CAYUGA AVE |
| 11 | MOSCOW ST | BRAZIL AVE |
| 11 | LOWELL ST | BRUNSWICK ST |
| 11 | SANTA ROSA AVE | MISSION ST |
| 11 | WANDA ST | ONONDAGA AVE |
| 11 | VERNON ST | SHIELDS ST |
| 11 | VIENNA ST | AMAZON AVE |
| 11 | OTSEGO AVE | ONONDAGA AVE |
| 11 | MADRID ST | EXCELSIOR AVE |
| 11 | WHIPPLE ST | MORSE ST |
| 11 | DE MONTFORT AVE | ASHTON AVE |
| 11 | NIAGARA AVE | EDGAR AVE |
| 11 | CUVIER ST | CAYUGA AVE |
| 11 | TARA ST | START: 1-99 BLOCK |
| 11 | NIAGARA AVE | HOWTH ST |
| 11 | WINDING WAY | CORDOVA ST |
| 11 | WHITTIER ST | CRESCIO CT |
| 11 | PICO AVE | ASHTON AVE |
| 11 | JULES AVE | DE MONTFORT AVE |
| 11 | NAPLES ST | ITALY AVE |
| 11 | BRAZIL AVE | MID:BLOCK |
| 11 | BRAZIL AVE | ATHENS ST |
| 11 | SHIELDS ST | RAMSELL ST |
| 11 | NAPLES ST | AMAZON AVE |
| 11 | PLYMOUTH AVE | FARALLONES ST |
| 11 | WILLIAR AVE | NIAGARA AVE |
| 11 | ONEIDA AVE | DELANO AVE |
| 11 | CAYUGA AVE | BALHI CT |
| 11 | SHIELDS ST | ARCH ST |
| 11 | LISBON ST | AVALON AVE |
| 11 | MADRID ST | AVALON AVE |
| 11 | JUNIOR TER | CAYUGA AVE |
| 11 | PARIS ST | EXCELSIOR AVE |
| 11 | PRAGUE ST | CORDOVA ST |

| | | |
|----|---------------|------------|
| 11 | LONDON ST | AVALON AVE |
| 11 | LA GRANDE AVE | DUBLIN ST |
| 11 | VICTORIA ST | SHIELDS ST |
| 11 | SUNBEAM LN | CAYUGA AVE |
| 11 | SENECA AVE | CAYUGA AVE |

Potential Speed Limit Reduction

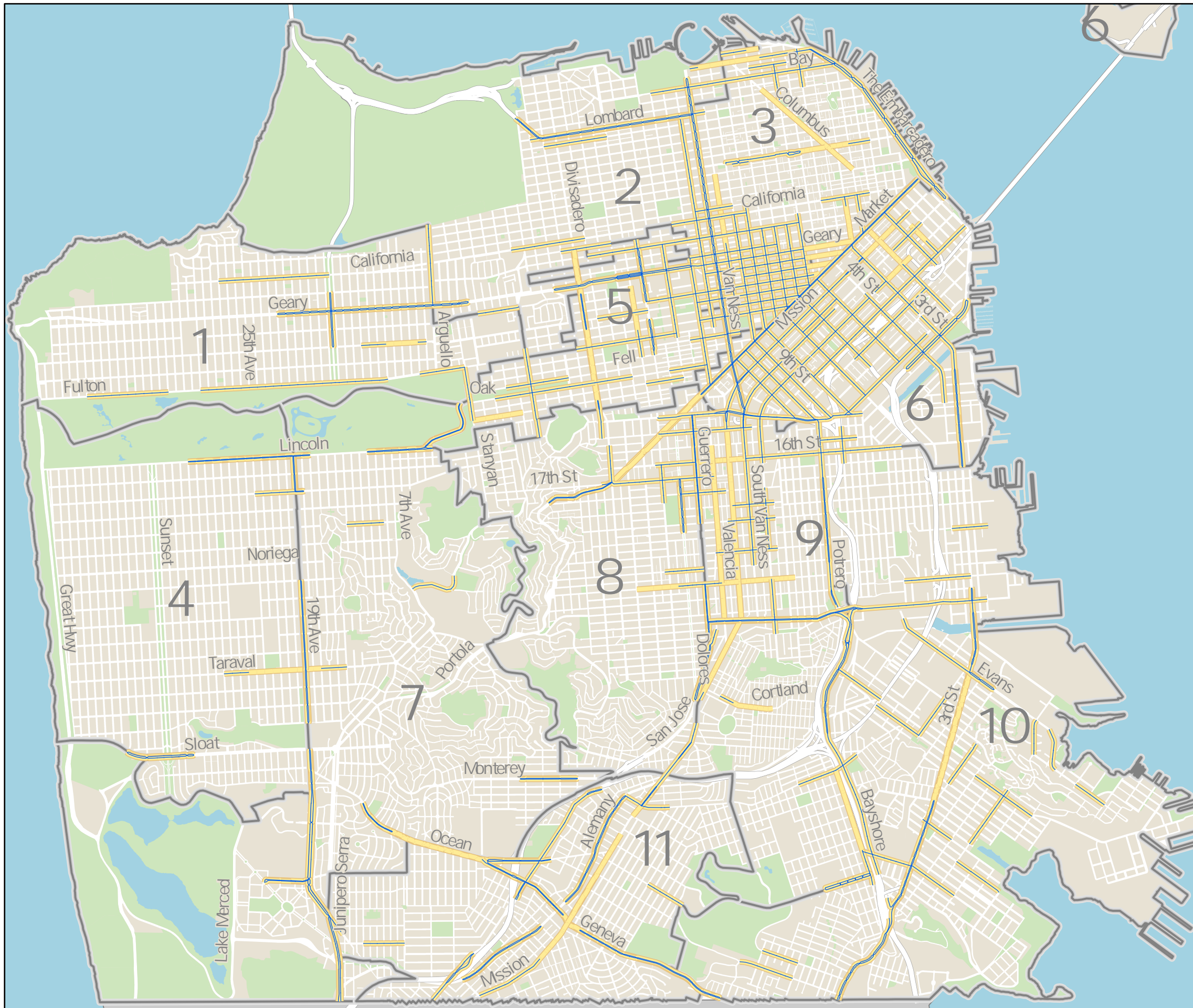
Eligible streets for potential speed limit reduction

August 2024

Street segments in San Francisco that may be eligible for potential speed limit reduction using resources from this funding request. Qualifying street segments are safety corridors, located on the Vision Zero High Injury Network. Street segments excluded include prior speed limit reduction in business activity districts.

LEGEND

- Eligible speed safety corridors
- Vision Zero High Injury Network
- ▭ Supervisor districts



Scale 1:46,211
Date Saved: 8/23/2024

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Potential Speed Limit Reduction Locations

| District | Street Name | From | To |
|----------|--------------------|--------------------|--------------------|
| 1 | BALBOA ST | 02ND AVE | 03RD AVE |
| 1 | BALBOA ST | 07TH AVE | 10TH AVE |
| 1 | CALIFORNIA ST | PARK PRESIDIO BLVD | 27TH AVE |
| 1 | FULTON ST | STANYAN ST | 03RD AVE |
| 1 | FULTON ST | 07TH AVE | 30TH AVE |
| 1 | FULTON ST | 34TH AVE | 44TH AVE |
| 1 | GEARY BLVD | ARGUELLO BLVD | 20TH AVE |
| 1 | PARK PRESIDIO BLVD | CLEMENT ST | BALBOA ST |
| 1 | STANYAN ST | FULTON ST | HAYES ST |
| 1/2 | ANZA ST | MASONIC AVE | SPRUCE ST |
| 1/2 | ARGUELLO BLVD | FINLEY RD | GEARY BLVD |
| 1/2 | MASONIC AVE | MCALLISTER ST | FULTON ST |
| 1/5 | STANYAN ST | HAYES ST | OAK ACCESS RD |
| 2 | BAY ST | HYDE ST | OCTAVIA ST |
| 2 | BEACH ST | POLK ST | BEACH ST |
| 2 | BUSH ST | VAN NESS AVE | GOUGH ST |
| 2 | CALIFORNIA ST | SCOTT ST | WALNUT ST |
| 2 | CALIFORNIA ST | VAN NESS AVE | OCTAVIA ST |
| 2 | EDDY ST | VAN NESS AVE | GOUGH ST |
| 2 | FRANKLIN ST | GOLDEN GATE AVE | BLACKSTONE CT |
| 2 | GEARY BLVD | PARKER AVE | ARGUELLO BLVD |
| 2 | GEARY BLVD | DIVISADERO ST | BAKER ST |
| 2 | GEARY ST | GEARY BLVD | GEARY BLVD |
| 2 | GOUGH ST | EDDY ST | POST ST |
| 2 | GREENWICH ST | FILLMORE ST | BRODERICK ST |
| 2 | LOMBARD ST | VAN NESS AVE | BAKER ST |
| 2 | OFARRELL ST | VAN NESS AVE | FRANKLIN ST |
| 2 | PINE ST | SCOTT ST | BRODERICK ST |
| 2 | POST ST | VAN NESS AVE | GOUGH ST |
| 2 | RICHARDSON AVE | LOMBARD ST | HWY 101 NORTHBOUND |
| 2 | SACRAMENTO ST | VAN NESS AVE | FRANKLIN ST |
| 2 | TURK ST | VAN NESS AVE | GOUGH ST |
| 2 | VAN NESS AVE | CHESTNUT ST | NORTH POINT ST |
| 2/3 | VAN NESS AVE | GEARY BLVD | CHESTNUT ST |
| 2/5 | BUSH ST | STEINER ST | SCOTT ST |
| 2/5 | BUSH ST | GOUGH ST | OCTAVIA ST |
| 2/5 | EDDY ST | GOUGH ST | LAGUNA ST |
| 2/5 | GOUGH ST | GOLDEN GATE AVE | EDDY ST |
| 2/5 | LAGUNA ST | EDDY ST | POST ST |
| 2/5 | PINE ST | STEINER ST | SCOTT ST |
| 2/5 | VAN NESS AVE | GOLDEN GATE AVE | GEARY BLVD |
| 3 | BAY ST | THE EMBARCADERO | HYDE ST |
| 3 | BEACH ST | GRANT AVE | TAYLOR ST |
| 3 | BROADWAY | POWELL ST | LARKIN ST |
| 3 | BROADWAY | BATTERY ST | MONTGOMERY ST |

| | | | |
|-----|-----------------|-----------------|-----------------|
| 3 | BUSH ST | MASON ST | VAN NESS AVE |
| 3 | CALIFORNIA ST | HYDE ST | VAN NESS AVE |
| 3 | CALIFORNIA ST | SANSOME ST | STOCKTON ST |
| 3 | EDDY ST | CYRIL MAGNIN ST | MASON ST |
| 3 | GEARY ST | MASON ST | TAYLOR ST |
| 3 | HYDE ST | GEARY ST | SACRAMENTO ST |
| 3 | JEFFERSON ST | JONES ST | HYDE ST |
| 3 | JONES ST | GEARY ST | BUSH ST |
| 3 | KEARNY ST | PINE ST | CALIFORNIA ST |
| 3 | LARKIN ST | GEARY ST | CALIFORNIA ST |
| 3 | LEAVENWORTH ST | GEARY ST | BUSH ST |
| 3 | LOMBARD ST | POLK ST | VAN NESS AVE |
| 3 | MASON ST | LOMBARD ST | NORTH POINT ST |
| 3 | MASON ST | OFARRELL ST | PINE ST |
| 3 | MONTGOMERY ST | MARKET ST | CALIFORNIA ST |
| 3 | NORTH POINT ST | POWELL ST | JONES ST |
| 3 | POLK ST | GEARY ST | SUTTER ST |
| 3 | POST ST | JONES ST | VAN NESS AVE |
| 3 | SACRAMENTO ST | LARKIN ST | VAN NESS AVE |
| 3 | STOCKTON ST | CHESTNUT ST | STOCKTON ST |
| 3 | TAYLOR ST | GEARY ST | BUSH ST |
| 3 | THE EMBARCADERO | MISSION ST | BEACH ST |
| 3/5 | GEARY ST | TAYLOR ST | GEARY BLVD |
| 3/5 | MASON ST | MARKET ST | ELLIS ST |
| 3/5 | OFARRELL ST | MASON ST | TAYLOR ST |
| 3/5 | TAYLOR ST | OFARRELL ST | GEARY ST |
| 3/6 | MARKET ST | STEUART ST | MASON ST |
| 4 | JUDAH ST | 19TH AVE | 24TH AVE |
| 4 | LINCOLN WAY | 19TH AVE | 32ND AVE |
| 4 | SLOAT BLVD | LAKESHORE PLZ | 39TH AVE |
| 4 | TARAVAL ST | 26TH AVE | 29TH AVE |
| 4/7 | 19TH AVE | CROSSOVER DR | JUDAH ST |
| 4/7 | 19TH AVE | ORTEGA ST | WAWONA ST |
| 4/7 | 19TH AVE | SLOAT BLVD | WINSTON DR |
| 4/7 | SLOAT BLVD | 39TH AVE | 41ST AVE |
| 5 | BUSH ST | OCTAVIA ST | STEINER ST |
| 5 | DIVISADERO ST | GOLDEN GATE AVE | OFARRELL ST |
| 5 | DIVISADERO ST | CASTRO ST | HAIGHT ST |
| 5 | EDDY ST | LAGUNA ST | WEBSTER ST |
| 5 | EDDY ST | MASON ST | VAN NESS AVE |
| 5 | ELLIS ST | MASON ST | LARKIN ST |
| 5 | FELL ST | BAKER ST | CLAYTON ST |
| 5 | FILLMORE ST | HAYES ST | MCALLISTER ST |
| 5 | FRANKLIN ST | FULTON ST | GOLDEN GATE AVE |
| 5 | FULTON ST | LAGUNA ST | BRODERICK ST |
| 5 | GEARY BLVD | LAGUNA ST | DIVISADERO ST |
| 5 | GOLDEN GATE AVE | 06TH ST | POLK ST |
| 5 | GOUGH ST | LILY ST | GOLDEN GATE AVE |

| | | | |
|-----|----------------|--------------------------|------------------------|
| 5 | GROVE ST | DR CARLTON B GOODLETT PL | OCTAVIA ST |
| 5 | HYDE ST | 08TH ST | GEARY ST |
| 5 | JONES ST | MARKET ST | GEARY ST |
| 5 | LAGUNA ST | POST ST | BUSH ST |
| 5 | LAGUNA ST | BIRCH ST | EDDY ST |
| 5 | LARKIN ST | GROVE ST | GEARY ST |
| 5 | LEAVENWORTH ST | UNITED NATIONS PLZ | GEARY ST |
| 5 | MASON ST | ELLIS ST | OFARRELL ST |
| 5 | MASONIC AVE | FULTON ST | WALLER ST |
| 5 | MCALLISTER ST | MARKET ST | GOUGH ST |
| 5 | OAK ST | STEINER ST | COLE ST |
| 5 | OAK ST | GOUGH ST | BUCHANAN ST |
| 5 | OFARRELL ST | TAYLOR ST | VAN NESS AVE |
| 5 | PAGE ST | LAGUNA ST | FILLMORE ST |
| 5 | POLK ST | DR CARLTON B GOODLETT PL | GEARY ST |
| 5 | STANYAN ST | OAK ACCESS RD | HAIGHT ST |
| 5 | TAYLOR ST | 06TH ST | OFARRELL ST |
| 5 | VAN NESS AVE | GROVE ST | GOLDEN GATE AVE |
| 5 | WEBSTER ST | EDDY ST | PINE ST |
| 5 | WEBSTER ST | MARKET ST | GOLDEN GATE AVE |
| 5/6 | MARKET ST | TURK ST | 08TH ST |
| 5/6 | VAN NESS AVE | FELL ST | GROVE ST |
| 5/7 | KEZAR DR | JOHN F KENNEDY DR | 03RD AVE |
| 5/7 | LINCOLN WAY | 02ND AVE | 04TH AVE |
| 5/8 | MASONIC AVE | WALLER ST | FREDERICK ST |
| 6 | 01ST ST | MARKET ST | 01ST ST |
| 6 | 02ND ST | FOLSOM ST | TOWNSEND ST |
| 6 | 03RD ST | MARKET ST | MARIPOSA ST |
| 6 | 04TH ST | CLEMENTINA ST | MISSION BAY BLVD NORTH |
| 6 | 05TH ST | MARKET ST | TOWNSEND ST |
| 6 | 06TH ST | MARKET ST | BRANNAN ST |
| 6 | 07TH ST | MARKET ST | TOWNSEND ST |
| 6 | 08TH ST | MARKET ST | DIVISADERO ST |
| 6 | 09TH ST | MARKET ST | DIVISADERO ST |
| 6 | 10TH ST | MARKET ST | BRANNAN ST |
| 6 | 11TH ST | MARKET ST | BRYANT ST |
| 6 | 13TH ST | BRYANT ST | HARRISON ST |
| 6 | 15TH ST | RHODE ISLAND ST | POTRERO AVE |
| 6 | BRYANT ST | 02ND ST | HARRIET ST |
| 6 | DIVISION ST | DE HARO ST | 10TH ST |
| 6 | FOLSOM ST | 03RD ST | MABINI ST |
| 6 | FOLSOM ST | 04TH ST | HOWARD ST |
| 6 | FREMONT ST | FOLSOM ST | HARRISON ST |
| 6 | GOUGH ST | MARKET ST | LILY ST |
| 6 | HARRISON ST | THE EMBARCADERO | 08TH ST |
| 6 | KING ST | THE EMBARCADERO | 05TH ST |
| 6 | LARKIN ST | 09TH ST | GROVE ST |
| 6 | MARKET ST | 01ST ST | HWY 101 NORTHBOUND |

| | | | |
|------|---------------------|-----------------------------|------------------------------|
| 6 | MISSION ST | BEALE ST | 01ST ST |
| 6 | MISSION ST | 03RD ST | 13TH ST |
| 6 | NATOMA ST | 05TH ST | 07TH ST |
| 6 | SOUTH VAN NESS AVE | MARKET ST | 13TH ST |
| 6 | THE EMBARCADERO | HOWARD ST | MISSION ST |
| 6 | TOWNSEND ST | CLYDE ST | DIVISION ST |
| 6 | VAN NESS AVE | MARKET ST | FELL ST |
| 6 | VERMONT ST | ALAMEDA ST | 16TH ST |
| 6/10 | 16TH ST | MISSOURI ST | POTRERO AVE |
| 6/9 | 13TH ST | HARRISON ST | OTIS ST |
| 6/9 | DIVISION ST | 10TH ST | 11TH ST |
| 6/9 | DUBOCE AVE | 13TH ST | STEVENSON ST |
| 6/9 | POTRERO AVE | 10TH ST | 16TH ST |
| 7 | 19TH AVE | WINSTON DR | JUNIPERO SERRA BLVD |
| 7 | CLARENDON AVE | ASHWOOD LN | LAGUNA HONDA BLVD |
| 7 | HOLLOWAY AVE | 19TH AVE | FONT BLVD |
| 7 | JUDAH ST | 18TH AVE | 19TH AVE |
| 7 | JUNIPERO SERRA BLVD | JUNIPERO SERRA BLVD ON RAMP | JUNIPERO SERRA BLVD |
| 7 | LAWTON ST | AUTO DR | FUNSTON AVE |
| 7 | LINCOLN WAY | 17TH AVE | 19TH AVE |
| 7 | LINCOLN WAY | 04TH AVE | 10TH AVE |
| 7 | MONTEREY BLVD | BADEN ST | EDNA ST |
| 7 | OCEAN AVE | VICTORIA ST | SAN BENITO WAY |
| 7 | TARAVAL ST | 14TH AVE | 17TH AVE |
| 7/11 | JUNIPERO SERRA BLVD | 19TH AVE | JUNIPERO SERRA BLVD OFF RAMP |
| 7/11 | OCEAN AVE | I-280 N ON RAMP | GENEVA AVE |
| 8 | 14TH ST | GUERRERO ST | CHURCH ST |
| 8 | 16TH ST | GUERRERO ST | HARLOW ST |
| 8 | 17TH ST | GUERRERO ST | 17TH ST |
| 8 | 18TH ST | GUERRERO ST | DOLORES ST |
| 8 | 23RD ST | GUERRERO ST | NELLIE ST |
| 8 | 24TH ST | GUERRERO ST | CHATTANOOGA ST |
| 8 | CASTRO ST | HENRY ST | 17TH ST |
| 8 | CHURCH ST | 16TH ST | HANCOCK ST |
| 8 | DIVISADERO ST | 14TH ST | CASTRO ST |
| 8 | DOLORES ST | 17TH ST | LIBERTY ST |
| 8 | DUBOCE AVE | GUERRERO ST | CHURCH ST |
| 8 | GUERRERO ST | 24TH ST | CESAR CHAVEZ ST |
| 8 | MARKET ST | 17TH ST | DANVERS ST |
| 8/9 | 24TH ST | VALENCIA ST | GUERRERO ST |
| 8/9 | CESAR CHAVEZ ST | VALENCIA ST | GUERRERO ST |
| 8/9 | DUBOCE AVE | VALENCIA ST | GUERRERO ST |
| 8/9 | GUERRERO ST | DUBOCE AVE | DUNCAN ST |
| 8/9 | MISSION ST | HIGHLAND AVE | TRUMBULL ST |
| 8/9 | SAN JOSE AVE | 28TH ST | RANDALL ST |
| 9 | 14TH ST | SHOTWELL ST | GUERRERO ST |
| 9 | 15TH ST | POTRERO ST | 15TH ST |
| 9 | 16TH ST | POTRERO ST | SOUTH VAN NESS AVE |

| | | | |
|------|--------------------|---------------------|------------------------|
| 9 | 17TH ST | VALENCIA ST | GUERRERO ST |
| 9 | 18TH ST | SAN CARLOS ST | GUERRERO ST |
| 9 | 19TH ST | TREAT AVE | MISSION ST |
| 9 | 20TH ST | TREAT AVE | SAN CARLOS ST |
| 9 | 22ND ST | TREAT AVE | SAN JOSE AVE |
| 9 | BAY SHORE BLVD | CESAR CHAVEZ ST | HWY 101 S OFF RAMP |
| 9 | CESAR CHAVEZ ST | BAY SHORE BLVD | VALENCIA AST |
| 9 | CORTLAND AVE | PROSPECT AVE | BONVIEW ST |
| 9 | DUBOCE AVE | STEVENSON ST | VALENCIA AST |
| 9 | FOLSOM ST | 13TH ST | ENTERPRISE ST |
| 9 | FOLSOM ST | 18TH ST | 22ND ST |
| 9 | FOLSOM ST | 24TH ST | BESSIE ST |
| 9 | MISSION ST | 13TH ST | 14TH ST |
| 9 | MISSION ST | BROOK ST | RANDALL ST |
| 9 | POTRERO AVE | 25TH ST | BAY SHORE BLVD ON RAMP |
| 9 | SAN JOSE AVE | 27TH ST | 28TH ST |
| 9 | SILVER AVE | BOYLSTON ST | BAY SHORE BLVD |
| 9 | SOUTH VAN NESS AVE | 13TH ST | 23RD ST |
| 9/10 | BAY SHORE BLVD | HWY 101 S OFF RAMP | BAY SHORE BLVD |
| 9/10 | MANSELL ST | SAN BRUNO AVE | HAMILTON ST |
| 9/10 | PAUL AVE | BAY SHORE BLVD | SAN BRUNO AVE |
| 9/10 | POTRERO AVE | 16TH ST | 25TH ST |
| 9/10 | SAN BRUNO AVE | DWIGHT ST | HWY 101 S OFF RAMP |
| 10 | 03RD ST | 26TH ST | EVANS AVE |
| 10 | 03RD ST | WILLIAMS AVE | KEITH ST |
| 10 | 22ND ST | 22ND ST | MINNESOTA ST |
| 10 | 25TH ST | 03RD ST | CONNECTICUT |
| 10 | ARMSTRONG AVE | JENNINGS ST | LANE ST |
| 10 | BAY SHORE BLVD | PAUL AVE | CRANE ST |
| 10 | BAY SHORE BLVD | HWY 101 N ON RAMP | BAY SHORE BLVD |
| 10 | CARROLL AVE | ARELIIOUS WALKER DR | INGALLS ST |
| 10 | CESAR CHAVEZ ST | MICHIGAN ST | HWY 101 N ON RAMP |
| 10 | EVANS AVE | MENDELL ST | MARIN ST |
| 10 | GENEVA AVE | CARTER ST | CARRIZAL ST |
| 10 | GILMAN AVE | HAWES ST | 03RD ST |
| 10 | HUNTERS POINT BLVD | INNES AVE | EVANS AVE |
| 10 | INGALLS ST | OAKDALE AVE | YOSEMITE AVE |
| 10 | INNES AVE | EARL ST | EARL ST |
| 10 | LANE ST | LANE ST | SHAFTER AVE |
| 10 | MIDDLE POINT RD | EVANS AVE | INGALLS ST |
| 10 | OAKDALE AVE | INDUSTRIAL ST | BAY SHORE BLVD |
| 10 | PALOU AVE | GRIFFITH ST | SELBY ST |
| 10 | PAUL AVE | 03RD ST | BAY SHORE BLVD |
| 10 | PHELPS ST | HUDSON AVE | PALOU AVE |
| 10 | SAN BRUNO AVE | HWY 101 S OFF RAMP | ORDWAY ST |
| 10 | SILVER AVE | BAY SHORE BLVD | LEDYARD ST |
| 10 | SUNNYDALE AVE | SCHWERIN ST | SANTOS ST |
| 10 | VERMONT ST | 16TH ST | 17TH ST |

| | | | |
|-------|----------------|---------------------|---------------|
| 10 | VISITACION AVE | SCHWERIN ST | HAHN ST |
| 10/11 | GENEVA AVE | BROOKDALE AVE | CARTER ST |
| 10/11 | PERSIA AVE | DUBLIN ST | MANSELL ST |
| 11 | 19TH AVE | JUNIPERO SERRA BLVD | MONTICELLO ST |
| 11 | ALEMANY BLVD | SILVER AVE | SILVER AVE |
| 11 | ALEMANY BLVD | MOUNT VERNON AVE | SICKLES AVE |
| 11 | GENEVA AVE | OCEAN AVE | GLORIA CT |
| 11 | GENEVA AVE | PARIS ST | BROOKDALE AVE |
| 11 | MISSION ST | TRUMBULL ST | ACTON ST |
| 11 | OCEAN AVE | DELANO AVE | SAN JOSE AVE |
| 11 | PERSIA AVE | VIENNA ST | DUBLIN ST |
| 11 | RANDOLPH ST | ORIZABA AVE | VERNON ST |
| 11 | SAN JOSE AVE | THERESA ST | SAN JOSE AVE |
| 11 | SAN JOSE AVE | BROAD ST | GOETHE ST |
| 11 | SILVER AVE | CAMELLIA AVE | CRAUT ST |

Potential Bikeway Hardening

Eligible bikeways for potential hardening

August 2024

Locations along the San Francisco bicycle network where delineators are currently present and may be eligible for potential bikeway hardening upgrades using resources from this funding request. Locations excluded include bikeways that currently feature concrete medians, k-rail, and parking and loading.



Legend

- █ Protected bikeways currently using only delineators
- █ Bike network
- Supervisor Districts



0.2 miles

Scale 1:46,211

Date Saved: 8/23/2024

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Potential Bikeway Hardening Locations

| District | Street Name | From | To |
|----------|-------------------|------------------|-------------------|
| 1 | GREAT HWY HWY | POINT LOBOS AV | BALBOA ST |
| 1 | POINT LOBOS AVE | MERRIE WY | GREAT HWY |
| 1 | JOHN F KENNEDY DR | UNNAMED #133 | KEZAR DR |
| 3 | POLK ST | PINE ST | BUSH ST |
| 3 | POLK ST | FERN ST | GEARY ST |
| 3 | SANSOME ST | LOMBARD | THE EMBARCADERO |
| 3 | THE EMBARCADERO | KEARNY ST | BATTERY ST |
| 3 | THE EMBARCADERO | BROADWAY | MISSION ST |
| 3 | BUSH ST | BATTERY ST | MARKET ST |
| 3 | BATTERY ST | VALLEJO ST | BUSH ST |
| 5 | POLK ST | GEARY ST | ELM ST |
| 5 | POLK ST | GOLDEN GATE AVE | MC CALLISTER ST |
| 5 | GOLDEN GATE AVE | LARKIN ST | CONTINUUM ALY |
| 5 | GOLDEN GATE AVE | JONES ST | MARKET ST |
| 5 | PAGE ST | OCTAVIA ST | LAGUNA ST |
| 5 | TURK ST | LARKIN ST | MARKET ST |
| 5 | FELL ST | SHRADER ST | STANYAN ST |
| 5 | JOHN F KENNEDY DR | STANYAN ST | UNNAMED #133 |
| 5 | HAYES ST | OCTAVIA BLVD NB | OCTAVIA BLVD SB |
| 6 | FOLSOM ST | 11TH ST | NORFOLK ST |
| 6 | THE EMBARCADERO | HOWARD ST | MISSION ST |
| 6 | 2ND ST | STEVENSON ST | HOWARD ST |
| 6 | 2ND ST | TEHAMA ST | BRANNAN ST |
| 6 | FOLSOM ST | ESSEX ST | 2ND ST |
| 6 | 5TH ST | MARKET ST | WELSH ST |
| 6 | 5TH ST | BRANNAN ST | TOWNSEND ST |
| 6 | TOWNSEND ST | 4TH ST | 5TH ST |
| 6 | BERRY ST | 3RD ST | 4TH ST |
| 6 | 3RD ST | KING ST | BERRY ST |
| 6 | 3RD ST | CHANNEL ST | TERRY FRANCOIS ST |
| 6 | 4TH ST | MISSION BAY BLVD | MISSION BAY BLVD |
| 6 | 7TH ST | STEVENSON ST | MINNA ST |
| 6 | HOWARD ST | MOSS ST | 7TH ST |
| 6 | 7TH ST | FOLSOM ST | CLEVELAND ST |
| 6 | TOWNSEND ST | 7TH ST | 8TH ST |
| 6 | 7TH ST | TOWNSEND ST | CHANNEL ST |
| 6 | 7TH ST | HOOPER ST | 16TH ST |
| 6 | 16TH ST | OWENS ST | 3RD ST |
| 6 | DIVISION ST | SAN BRUNO AV | VERMONT ST |
| 6 | 8TH ST | NATOMA ST | HOWARD ST |
| 6 | 8TH ST | HERON ST | HARRISON ST |
| 6 | HOWARD ST | WASHBURN ST | DORE ST |
| 6 | POLK ST | GROVE ST | MARKET ST |
| 6 | FOLSOM ST | 11TH ST | 13TH ST |
| 6 | 13TH ST | FOLSOM ST | HARRISON ST |

| | | | |
|------|-----------------------|-----------------|------------------------|
| 6 | VALENCIA ST | MARKET ST | MC COPPIN ST |
| 6 | PAGE ST | FRANKLIN ST | MARKET ST |
| 6 | MARKET ST | OCTAVIA BLVD | GOUGH ST |
| 6 | MARKET ST | GOUGH ST | SOUTH VAN NESS AV |
| 6 | MARKET ST | 11TH ST | 8TH ST |
| 7 | JOHN MUIR DR | SKYLINE BLVD | LAKE MERCED BLVD |
| 7/11 | BROTHERHOOD WAY | SAINT CHARLES | ORIZABA/BRIGHT |
| 7 | LAGUNA HONDA BLVD | 7TH AVE | PLAZA ST |
| 8 | MARKET ST | VALENCIA ST | PEARL ST |
| 8 | MARKET ST | DUBOCE AV | DOLORES ST |
| 8 | OCTAVIA ST | MARKET ST | WALLER ST |
| 8 | PORTOLA DR | GLENVIEW DR | TWIN PEAKS BLVD |
| 8 | PORTOLA DR | MARKET ST | SUNVIEW |
| 8 | CLIPPER ST | CLIPPER TERR | PORTOLA/DUNCAN |
| 8 | BOSWORTH ST | ELK ST | BOSWORTH ST |
| 8 | SAN JOSE AVE ON RAMP | MONTEREY BLVD | SAINT MARYS AV |
| 9 | VALENCIA ST | DUBOCE AV | CLINTON PARK |
| 9 | 13TH ST | FOLSOM ST | HARRISON ST |
| 9 | 17TH ST | HAMPSHIRE ST | HARRISON ST |
| 9 | INDUSTRIAL ST/ALEMANY | I-280 CONNECTOR | 101-ON-RAMP |
| 9 | SAN BRUNO AVE | ALEMANY BLVD | RICKARD ST |
| 9 | BAYSHORE BLVD | HELENA ST | AUGUSTA ST |
| 9 | ALEMANY BLVD | PUTNAM ST | INDUSTRIAL ST OFF RAMP |
| 9/11 | ALEMANY BLVD | ALEMANY BLVD | CONGDON ST |
| 10 | 16TH ST | DAGGETT ST | MISSOURI ST |
| 10 | 17TH ST | POTRERO AV | MISSISSIPPI ST |
| 10 | ILLINOIS ST | 18TH ST | 19TH ST |
| 10 | INDIANA ST | 23RD ST | 25TH ST |
| 10 | CESAR CHAVEZ | KANSAS ST | MISSISSIPPI ST |
| 10 | BAY SHORE BLVD | MARIN ST | JERROLD AVE |
| 10 | JERROLD AVE | JERROLD AVE | BAY SHORE BLVD |
| 10 | EVANS AVE | TOLAND ST | MARIN ST |
| 10 | EVANS AVE | QUINT ST | RANKIN ST |
| 10 | EVANS AVE | JENNINGS ST | KEITH ST |
| 10 | HUNTERS POINT BLVD | HUDSON AV | INNES AV |
| 10 | BAYSHORE BLVD | INDUSTRIAL ST | THORNTON AV |
| 10 | BAYSHORE BLVD | QUINT ST | DONNER AV |
| 10 | BAYSHORE BLVD | FITZGERALD AVE | PAUL AV |
| 11 | ALEMANY BLVD | ROUSSEAU ST | STONYBROOK AVE |



**San Francisco
County Transportation
Authority**

BD091024

RESOLUTION NO. 25-11

RESOLUTION ALLOCATING \$284,145 IN PROP L SALES TAX FUNDS, WITH CONDITIONS, AND ALLOCATING \$3,493,000 IN TRAFFIC CONGESTION MITIGATION TAX FUNDS, FOR THREE REQUESTS

WHEREAS, The Transportation Authority received three requests for a total of \$284,145 in Prop L transportation sales tax funds and \$3,493,000 in Traffic Congestion Mitigation or TNC 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 Neighborhood Transportation Program Prop L Expenditure Plan program; and from the Quick-Builds category of the TNC Tax Program Guidelines; and

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

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

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating \$284,145 in Prop L funds, with conditions, and \$3,493,000 in TNC Tax funds, for three requests, as described in Attachment 3 and detailed in the attached allocation request forms, which include staff recommendations for Prop L and TNC Tax allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedule; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's Fiscal Year 2024/25 annual budget to cover the proposed actions; and

WHEREAS, At its September 4, 2024, meeting, the Community Advisory Committee was briefed on the subject requests and after discussion adopted a motion of support for the staff recommendation; now, therefore, be it



RESOLVED, That the Transportation Authority hereby allocates \$284,145 in Prop L funds, with conditions, and \$3,493,000 in TNC Tax 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 Baseline, as amended, and the relevant 5YPPs, and the TNC Tax Program Guidelines; 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 (FY) 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 and TNC Tax Allocation Summaries - FY 2024/25
5. Prop L and TNC Tax Allocation Request Forms (3)

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Memorandum

AGENDA ITEM 7

DATE: September 5, 2024

TO: Transportation Authority Board

FROM: Anna LaForte - Deputy Director for Policy and Programming

SUBJECT: 9/10/2024 Board Meeting: Amend Two Prop K Grants to Allow Cost Savings from the San Francisco Ferry Terminal Security Improvements (Design)(\$132,405) and Potrero Avenue Pavement Renovation (\$737,181) Projects to Fund, Respectively, San Francisco Ferry Terminal Security Improvements (Construction)(\$132,405) and De Long Street Pavement Renovation (\$350,000) and Sunset Boulevard Pavement Renovation (\$387,181)

| | |
|---|---|
| <p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Amend the Prop K grant for San Francisco Ferry Terminal Security Improvements (Design) to allow the Golden Gate Bridge, Highway, and Transportation District (GGBHTD) to use \$132,405 in cost savings to fund:</p> <ol style="list-style-type: none"> San Francisco Ferry Terminal Security Improvements (Construction) (\$132,405) <p>Amend the Prop K grant for the Potrero Avenue Pavement Renovation to allow San Francisco Public Works (SFPW) to use \$737,181 in cost savings to fund:</p> <ol style="list-style-type: none"> De Long Street Pavement Renovation (\$80,000 for Design, \$270,000 for Construction) Sunset Boulevard Pavement Renovation (Construction) (\$387,181) <p>SUMMARY</p> <p>GGBHTD and SFPW have completed the aforementioned Prop K-funded projects and have cost savings totaling \$869,586. Consequently, they have requested amendment of their respective grant agreements to apply those cost savings to the projects listed above. The proposed new scope is eligible under the Prop K Expenditure Plan programs that</p> | <ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input checked="" type="checkbox"/> Other: _Prop K SGA Amendment_ |
|---|---|



| | |
|---|--|
| <p>funded the original grants (i.e., ferry maintenance and street resurfacing), is closely related to the original scope, and is time sensitive because the projects are already under construction or ready to begin work this fall. Attachment 2 provides a brief description of the new project scope that GGBHTD and SFPW are requesting to fund with cost savings from the two completed projects. Project sponsors will attend the meeting to answer any questions the Board may have regarding these requests.</p> | |
|---|--|

BACKGROUND

When San Francisco voters approved Prop L in November 2022, the new Prop L Expenditure Plan superseded the Prop K Expenditure Plan (2003) and assumed Prop K financial liabilities including open Prop K grants with remaining balances. We continue to monitor these Prop K grants, closing them out and de-obligating remaining funds when projects are completed. De-obligated funds are treated as Prop L revenues and will be incorporated through Prop L Strategic Plan updates. Project sponsors may request amendment of Prop K grants with cost savings to apply those funds toward a later project phase of the same project (e.g. for construction, following completion of design) or to a new scope of work that is closely related to the original scope of work; eligible per the Prop K program from which the funds were allocated (e.g. street resurfacing); and, the project is ready to proceed in a timely fashion.

DISCUSSION

We are recommending amendment of two Prop K grants for completed projects with cost savings to allow remaining funds to be used for additional related scope, which is consistent with eligibility for the Prop K program from which the funds were originally allocated (e.g., ferry maintenance and street resurfacing). Attachment 1 summarizes the proposed amendment requests. Attachment 2 includes a brief description of the new project scope and a summary of the staff recommendation, highlighting special conditions and other items of interest. An Allocation Request Form for each project is attached, with more detailed information on scope, schedule, budget, funding, deliverables, and special conditions.



FINANCIAL IMPACT

The recommended action would amend the aforementioned Prop K Standard Grant Agreements to allow \$869,586 in cost savings from those grants to be applied to new project scopes as described above. The expenditure of those funds would be subject to the amended Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

Sufficient funds are included in the Transportation Authority's Fiscal Year 2024/25 budget. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distributions in those fiscal years.

CAC POSITION

The CAC considered this item at its September 4, 2024, meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Summary of Amendment Requests
- Attachment 2 - Descriptions of Projects
- Attachment 3 - Allocation Request Forms (3)
- Attachment 4 - Resolution

**Attachment 1:
Summary of Amendment Requests**

| Existing Prop K Grants with Cost Savings | | | | | New Scope Proposed to be Added, Funded by Cost Savings | | | |
|--|--|--------------|------------------|-------------------|--|--------------|------------------|-------------|
| SGA Number ¹ | Project Name (Sponsor) ² | Phase | Amount Allocated | Remaining Balance | Project Name (Sponsor) | Phase | Amount Requested | District(s) |
| 109-909008 | San Francisco Ferry Terminal Security Improvement (GGBHTD) | Design | \$ 347,000 | \$ 132,405 | San Francisco Ferry Terminal Security Improvement (GGBHTD) | Construction | \$ 132,405 | 3 |
| 134-908022 | Potrero Avenue Pavement Renovation (SFPW) | Construction | \$ 4,413,014 | \$ 737,181 | De Long Street Pavement Renovation (SFPW) | Design | \$ 80,000 | 11 |
| | | | | | De Long Street Pavement Renovation (SFPW) | Construction | \$ 270,000 | 11 |
| | | | | | Sunset Blvd Pavement Renovation (SFPW) | Construction | \$ 387,181 | 4 |
| Total Remaining Balance | | | | \$ 869,586 | Total Requested Funds | | | \$ 869,586 |

¹ SGA stands for Standard Grant Agreement

² Acronyms: GGBHTD (Golden Gate Bridge, Highway, and Transportation District), and SFPW (San Francisco Public Works)

**Attachment 2:
Descriptions of Projects**

| Sponsor | Project Name | Amount Requested | Amendment Description |
|----------------|---|-------------------------|---|
| GGBHTD | San Francisco Ferry Terminal Security Improvement | \$ 132,405 | <p>GGBHTD requests approval to use \$132,405 in Prop K funds previously allocated for design of this project for construction . Design was completed under budget; however, construction bids came in higher than the engineer's estimate. The \$132,405 in Prop K funds would fully fund the shortfall in the construction phase budget.</p> <p>Requested funds will be used to improve existing security fencing, construct additional security fencing and install improved terminal access controls at the Golden Gate Ferry's San Francisco Terminal to prevent unauthorized access to the terminal, passengers, and docked ferries. The project is currently under construction. GGBHTD expects the project will be open for use by December 2024.</p> |
| SFPW | De Long St Pavement Renovation | \$ 350,000 | <p>SFPW requests approval to use a portion of the Prop K cost savings from the Potrero Pavement Renovation project for design (\$80,000) and construction (\$270,000) of the De Long Street Pavement Renovation project. This project will bring De Long Street between San Diego and Santa Cruz avenues into a state of good repair for final acceptance by the City for maintenance. The scope of work includes demolition, pavement renovation, new sidewalk construction, curb ramp construction and retrofit, traffic control, and all related and incidental work. SFPW expects the project will be open for use by December 2025.</p> <p>Special Condition: Reimbursement of sales tax funds is conditioned upon the City's final acceptance of this segment of De Long for maintenance and including the street segment in SFPW's Pavement Management and Mapping System database. This may be demonstrated with the City Engineer's issuance of a Notice of Completion and a Public Works Order stating that the final steps for Board of Supervisors conditional acceptance for maintenance have been satisfied, along with approval of official documents like maps for official sidewalk width, street grade, and public right-of-way width. Consistent with Prop K and Prop L policy, only streets in SFPW's Pavement Management and Mapping System are eligible for sales tax funds.</p> |
| SFPW | Sunset Blvd Pavement Renovation | \$ 387,181 | <p>SFPW requests approval to use a portion of the Prop K cost savings from the Potrero Pavement Renovation project for the construction phase of the Sunset Blvd Pavement Renovation, specifically to cover the cost of additional quantities of paving related scope (e.g., sidewalk, curb ramps, drainage) required to create accessible paths of travel between the new bus stops for the SFMTA's 29 Sunset Improvement Project and intersections in the paving project area (on Sunset Boulevard at Judah, Lawton, Noriega, Ortega, Quintara, Rivera, Taraval, Vicente, Yorba, and Ocean. In 2023, the Transportation Authority allocated \$3.1 million in Prop K funds for the Sunset Blvd. Pavement Renovation Project (Martin Luther King Jr. Drive to Lake Merced Blvd). Construction has started, and SFPW expects the project to be open for use by June 2026. SFPW is coordinating the paving on Sunset Boulevard with the 19th Avenue paving project which is scheduled to start in Summer 2025.</p> |

San Francisco County Transportation Authority Allocation Request Form

| | |
|---------------------------------|--|
| FY of Allocation Action: | FY2024/25 |
| Project Name: | San Francisco Ferry Terminal Security Improvements |
| Primary Sponsor: | Golden Gate Bridge, Highway, and Transportation District |

EXPENDITURE PLAN INFORMATION

| | |
|---------------------------------|-------------------|
| PROP K Expenditure Plans | Ferry Maintenance |
| Current PROP K Request: | \$132,405 |
| Supervisory District | District 03 |

REQUEST

Brief Project Description

This project will implement additional security improvements at the San Francisco Ferry Terminal, including fencing and barriers to prevent unauthorized access to the terminal and docked ferries. Enhancement of existing security fencing, the construction of new security fencing and installation of additional improvements will help deter and prevent unauthorized entry that might result in an Active Threat incident.

Detailed Scope, Project Benefits and Community Outreach

In October 2022, the Transportation Authority allocated \$347,000 in Prop K funds for the design phase of the San Francisco Ferry Terminal Security Improvements project. The design phase was completed in January 2024 and cost less than the budget for that phase. In Spring 2024, the project progressed into the construction phase and was put out for bid. Based on the bids received, the construction cost estimate is higher than the original engineer's estimate and the project now has a funding gap.

This request is to use the \$132,405 in Prop K funds remaining on the design phase for the construction phase of the project. This amendment would ensure the project has full funding to do the work required. The scope includes improvements to existing security fencing, construction of additional security fencing and installation of improved terminal access controls at the Golden Gate Ferry's San Francisco Terminal to prevent unauthorized access to the terminal, passengers and docked ferries. Work will include replacement of concrete barrier and tubular steel fencing with concrete planter barriers, installation of overhead electric coil grille gates at the terminal ingress, addition of ballistic resistant aluminum curtain walls above the existing walls at the terminal east side to close the four feet opening, modification of the existing steel bollards, and relocation of existing benches and bicycle racks.

Enhancement of existing security fencing, the construction of new security fencing and installation of additional improvements will help deter and prevent unauthorized entry that might result in an Active Threat incident.

Project Location

SF Ferry Terminal

| | |
|---|----|
| 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 K 5YPP/Prop AA Strategic Plan? | |
| PROP K Amount | \$132,405.00 |

See scope for rationale for Prop K amendment request.

San Francisco County Transportation Authority Allocation Request Form

| | |
|---------------------------------|--|
| FY of Allocation Action: | FY2024/25 |
| Project Name: | San Francisco Ferry Terminal Security Improvements |
| Primary Sponsor: | Golden Gate Bridge, Highway, and Transportation District |

ENVIRONMENTAL CLEARANCE

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

PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

San Francisco County Transportation Authority Allocation Request Form

| | |
|---------------------------------|--|
| FY of Allocation Action: | FY2024/25 |
| Project Name: | San Francisco Ferry Terminal Security Improvements |
| Primary Sponsor: | Golden Gate Bridge, Highway, and Transportation District |

FUNDING PLAN - FOR CURRENT REQUEST

| Fund Source | Planned | Programmed | Allocated | Project Total |
|---|-----------|------------|-------------|---------------|
| EP-109: Ferry Maintenance | \$132,405 | \$0 | \$0 | \$132,405 |
| District Tolls | \$0 | \$0 | \$153,000 | \$153,000 |
| Port Security Grant Program | \$0 | \$0 | \$1,000,000 | \$1,000,000 |
| Phases In Current Request Total: | \$132,405 | \$0 | \$1,153,000 | \$1,285,405 |

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

| Fund Source | Planned | Programmed | Allocated | Project Total |
|---|-----------|------------|-------------|---------------|
| PROP K | \$132,405 | \$0 | \$214,595 | \$347,000 |
| District Tolls | \$0 | \$0 | \$153,000 | \$153,000 |
| Port Security Grant Program | \$0 | \$0 | \$1,000,000 | \$1,000,000 |
| Funding Plan for Entire Project Total: | \$132,405 | \$0 | \$1,367,595 | \$1,500,000 |

COST SUMMARY

| Phase | Total Cost | PROP K - Current Request | Source of Cost Estimate |
|---------------------------------|-------------|--------------------------------|---|
| Planning/Conceptual Engineering | \$0 | | |
| Environmental Studies | \$0 | | |
| Right of Way | \$0 | | |
| Design Engineering | \$214,595 | | Actual cost |
| Construction | \$1,285,405 | \$132,405 | GGBHTD Engineering Dept, based on bid price plus supplemental budget for management |
| Operations | \$0 | | |
| Total: | \$1,500,000 | \$132,405 | |

| | |
|------------------------------|------------|
| % Complete of Design: | 100.0% |
| As of Date: | 01/31/2024 |
| Expected Useful Life: | 7 Years |

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

MAJOR LINE ITEM BUDGET

| SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK) | | | | |
|--|---------------------|---------------|-------------------|-------------------|
| Budget Line Item | Totals | % of contract | GGBHTD | Contractor |
| 1. Construction Contract | \$ 797,369 | | | \$ 797,369 |
| 2. Construction Contract Contingency | \$ 119,605 | 15% | | \$ 119,605 |
| 3. Construction Engineering (Electrical Consultant) | \$ 1,500 | | | \$ 1,500 |
| 4. Construction Administration | \$ 231,500 | | \$ 231,500 | |
| 5. Indirect (ICAP) Costs | \$ 121,417 | | \$ 121,417 | |
| 6. General Project Expenditures | \$ 4,015 | | \$ 14,617 | |
| 7. Materials Testing Consultant | \$ 10,000 | | | \$ 10,000 |
| TOTAL CONSTRUCTION PHASE | \$ 1,285,406 | | \$ 367,534 | \$ 928,474 |

San Francisco County Transportation Authority Allocation Request Form

| | |
|---------------------------------|--|
| FY of Allocation Action: | FY2024/25 |
| Project Name: | San Francisco Ferry Terminal Security Improvements |
| Primary Sponsor: | Golden Gate Bridge, Highway, and Transportation District |

SFCTA RECOMMENDATION

| | | | |
|--------------------------------|-----------|---------------------------------|-----------|
| Resolution Number: | | Resolution Date: | |
| Total PROP K Requested: | \$132,405 | Total PROP K Recommended | \$132,405 |

| | | | |
|----------------------------|--|-------------------------|--|
| SGA Project Number: | 109-909008 | Name: | San Francisco Ferry Terminal Security Improvements |
| Sponsor: | Golden Gate Bridge, Highway, and Transportation District | Expiration Date: | 12/31/2025 |
| Phase: | Construction | Fundshare: | 100.0% |

Cash Flow Distribution Schedule by Fiscal Year

| Fund Source | FY2024/25 | Total |
|---------------|-----------|-----------|
| PROP K EP-109 | \$132,405 | \$132,405 |

- Deliverables**
1. Quarterly progress reports shall include % complete of the funded phase, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.
 2. Upon completion of the project, Sponsor shall provide 2-3 photos of completed work.

| Metric | PROP AA | TNC TAX | PROP K |
|-------------------------------------|------------|------------|--------|
| Actual Leveraging - Current Request | No PROP AA | No TNC TAX | 89.7% |
| Actual Leveraging - This Project | No PROP AA | No TNC TAX | 76.87% |

San Francisco County Transportation Authority Allocation Request Form

| | |
|---------------------------------|--|
| FY of Allocation Action: | FY2024/25 |
| Project Name: | San Francisco Ferry Terminal Security Improvements |
| Primary Sponsor: | Golden Gate Bridge, Highway, and Transportation District |

EXPENDITURE PLAN SUMMARY

| | |
|--------------------------------|-----------|
| Current PROP K Request: | \$132,405 |
|--------------------------------|-----------|

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: |
| JB |

CONTACT INFORMATION

| | Project Manager | Grants Manager |
|---------------|--|-----------------------|
| Name: | Amy Frye | Jacob Brown |
| Title: | Director of Capital and Grant Programs | Analyst |
| Phone: | (415) 923-2062 | (415) 923-2328 |
| Email: | afrye@goldengate.org | jbrown@goldengate.org |

San Francisco County Transportation Authority Allocation Request Form

| | |
|---------------------------------|--------------------------------|
| FY of Allocation Action: | FY2024/25 |
| Project Name: | De Long St Pavement Renovation |
| Primary Sponsor: | Department of Public Works |

EXPENDITURE PLAN INFORMATION

| | |
|---------------------------------|--------------------|
| PROP K Expenditure Plans | Street Resurfacing |
| Current PROP K Request: | \$350,000 |
| Supervisory District | District 11 |

REQUEST

Brief Project Description

This project will bring De Long Street between San Diego and Santa Cruz avenues into a state of good repair for final acceptance by the City for maintenance. The scope includes demolition, pavement renovation, new sidewalk construction, curb ramp construction and retrofit.

Detailed Scope, Project Benefits and Community Outreach

SFPW requests approval to use a portion of the Prop K cost savings from the completed Potrero Pavement Renovation project for design (\$80,000) and construction (\$270,000) of the De Long Street Pavement Renovation project, as detailed in the scope below.

San Francisco Public Works (SFPW) inspects each of the City's blocks and assigns a Pavement Condition Index (PCI) score every two years. The PCI score ranges from a low of 0 to a high of 100. These scores assist SFPW with implementing the pavement management strategy of aiming to preserve streets by applying the right treatment to the right roadway at the right time. Streets are selected based on PCI scores as well as the presence of transit and bicycle routes, street clearance (i.e., coordination with utilities), and geographic equity.

The requested Prop K grant will fund the paving scope of work which includes demolition, pavement renovation of the block, new sidewalk construction, curb ramp construction and retrofit, traffic control, and all related and incidental work within project limits De Long Street between San Diego Avenue to Santa Cruz Avenue. These modifications will allow Public Works to bring this unaccepted street up to state of good repair and ready for final acceptance for maintenance by the City. The cost of accepting the street for maintenance is estimated not to exceed \$75,000 and is not funded by the subject request.

The PCI for this block is 50. Streets with a PCI between 50 and 69 are considered "at-risk" and are quickly deteriorating and would require larger scale repair work if they are not treated soon. Residential streets make up two-thirds of San Francisco's street network. This work will be performed by City Operations and will not go through a formal contract schedule therefore no advertisement of the project will occur.

All candidates shown are subject to substitution and schedule changes pending , visual confirmation, utility clearances and coordination with other agencies. Unforeseen challenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the candidates to be postponed.

Project Location

De Long St between San Diego Ave to Santa Cruz Avenue

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

Project Phase(s)

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

5YPP/STRATEGIC PLAN INFORMATION

| | |
|--|--------------|
| Type of Project in the Prop K 5YPP/Prop AA Strategic Plan? | |
| PROP K Amount | \$350,000.00 |

Justification for Necessary Amendment

The requested funds are cost savings from a completed Prop K paving project. SFPW is requesting to use a portion of the cost savings for another paving project, which is eligible for the Prop K program from which the funds were originally allocated. Further, the project is ready to advance to design this fall.

San Francisco County Transportation Authority Allocation Request Form

| | |
|---------------------------------|--------------------------------|
| FY of Allocation Action: | FY2024/25 |
| Project Name: | De Long St Pavement Renovation |
| 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) | Oct-Nov-Dec | 2024 | Jan-Feb-Mar | 2025 |
| Advertise Construction | | | | |
| Start Construction (e.g. Award Contract) | Jul-Aug-Sep | 2025 | | |
| Operations (OP) | | | | |
| Open for Use | | | Oct-Nov-Dec | 2026 |
| Project Completion (means last eligible expenditure) | | | Oct-Nov-Dec | 2027 |

SCHEDULE DETAILS

SFPW anticipates that construction will be completed by 12/2025, followed by the City's final acceptance of this segment of De Long for maintenance and including the street segment in SFPW's Pavement Management and Mapping System database (expected 12/2026). Conditional acceptance is expected in Fall 2024.

San Francisco County Transportation Authority Allocation Request Form

| | |
|---------------------------------|--------------------------------|
| FY of Allocation Action: | FY2024/25 |
| Project Name: | De Long St Pavement Renovation |
| Primary Sponsor: | Department of Public Works |

FUNDING PLAN - FOR CURRENT REQUEST

| Fund Source | Planned | Programmed | Allocated | Project Total |
|---|------------------|-----------------|------------|------------------|
| EP-134: Street Resurfacing | \$350,000 | \$0 | \$0 | \$350,000 |
| BART funds | \$0 | \$75,000 | \$0 | \$75,000 |
| Phases In Current Request Total: | \$350,000 | \$75,000 | \$0 | \$425,000 |

COST SUMMARY

| Phase | Total Cost | PROP K - Current Request | Source of Cost Estimate |
|---------------------------------|------------|--------------------------------|-------------------------|
| Planning/Conceptual Engineering | \$0 | | |
| Environmental Studies | \$0 | | |
| Right of Way | \$0 | | |
| Design Engineering | \$80,000 | \$80,000 | Engineer's estimate |
| Construction | \$345,000 | \$270,000 | Engineer's estimate |
| Operations | \$0 | | |
| Total: | \$425,000 | \$350,000 | |

| | |
|------------------------------|------------|
| % Complete of Design: | 0.0% |
| As of Date: | 08/22/2024 |
| Expected Useful Life: | 25 Years |

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

MAJOR LINE ITEM BUDGET

| SUMMARY BY MAJOR LINE ITEM - DESIGN | | |
|-------------------------------------|------------------|------------|
| Budget Line Item | Totals | % of phase |
| Design | \$ 60,000 | 75% |
| Project management | \$ 5,000 | 6% |
| Other* | \$ 15,000 | 19% |
| TOTAL PHASE | \$ 80,000 | |

| TOTAL LABOR COST BY AGENCY | |
|----------------------------|------------------|
| SFPW | \$ 80,000 |
| TOTAL | \$ 80,000 |

* e.g. Bureau of Street Use and Mapping fees, Regulatory Affairs/Disability Access Coordinator support fees, etc.

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

MAJOR LINE ITEM BUDGET

| SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK) | | | | |
|---|-------------------|---------------|------------------|-------------------|
| Budget Line Item | Totals | % of contract | SFPW | Contractor |
| 1. Contract | | | | |
| Traffic Control/Pavement Marking | \$ 25,000 | 9% | | \$ 25,000 |
| Paving | \$ 80,000 | 30% | | \$ 80,000 |
| Concrete Work | \$ 60,000 | 22% | | \$ 60,000 |
| Curb Ramp | \$ 10,000 | 4% | | \$ 10,000 |
| Speed Hump/Cushion | \$ 10,000 | 4% | | \$ 10,000 |
| Utility Castings/Boxes | \$ 5,000 | 2% | | \$ 5,000 |
| Mobilization/Demobilization | \$ 10,000 | 4% | | \$ 10,000 |
| 2. Project and Construction Management | \$ 40,000 | 15% | \$ 40,000 | |
| 3. Contingency | \$ 30,000 | 11% | \$ 10,000 | \$ 20,000 |
| | | | | |
| TOTAL CONSTRUCTION COST | \$ 270,000 | 100% | \$ 50,000 | \$ 220,000 |
| TOTAL COST OF ACCEPTING STREET FOR MAINTENANCE | \$ 75,000 | | \$ 75,000 | |
| TOTAL COST | \$ 345,000 | | | |

San Francisco County Transportation Authority Allocation Request Form

| | |
|---------------------------------|--------------------------------|
| FY of Allocation Action: | FY2024/25 |
| Project Name: | De Long St Pavement Renovation |
| Primary Sponsor: | Department of Public Works |

SFCTA RECOMMENDATION

| | | | |
|--------------------------------|-----------|---------------------------------|-----------|
| Resolution Number: | | Resolution Date: | |
| Total PROP K Requested: | \$350,000 | Total PROP K Recommended | \$350,000 |

| | | | |
|----------------------------|----------------------------|-------------------------|--------------------------------|
| SGA Project Number: | 134-908022 | Name: | De Long St Pavement Renovation |
| Sponsor: | Department of Public Works | Expiration Date: | 12/31/2027 |
| Phase: | Design Engineering | Fundshare: | 100.0% |

Cash Flow Distribution Schedule by Fiscal Year

| Fund Source | FY2026/27 | Total |
|---------------|-----------|----------|
| PROP K EP-134 | \$80,000 | \$80,000 |

Deliverables

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

Special Conditions

1. Reimbursement of Prop K funds is conditioned upon the City's final acceptance of this segment of De Long for maintenance and including the street segment in SFPW's Pavement Management and Mapping System database. This may be demonstrated with the City Engineer's issuance of a Notice of Completion and a Public Works Order stating the final steps for Board of Supervisors conditional acceptance for maintenance have been satisfied, along with approval of official documents like maps for official sidewalk width, street grade, and public right-of-way width. Consistent with Prop K and Prop L policy, only streets in SFPW's Pavement Management and Mapping System are eligible for sales tax funds.

| | | | |
|----------------------------|----------------------------|-------------------------|--------------------------------|
| SGA Project Number: | 134-908022 | Name: | De Long St Pavement Renovation |
| Sponsor: | Department of Public Works | Expiration Date: | 12/31/2027 |
| Phase: | Construction | Fundshare: | 100.0% |

Cash Flow Distribution Schedule by Fiscal Year

| Fund Source | FY2026/27 | Total |
|---------------|-----------|-----------|
| PROP K EP-134 | \$270,000 | \$270,000 |

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, improvements completed at each location to date, upcoming project milestones (e.g. ground-breaking, ribbon-cutting), and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.
2. Upon completion of the project, Sponsor shall provide 2-3 photos of completed work.

Special Conditions

1. Reimbursement of Prop K funds is conditioned upon the City's final acceptance of this segment of De Long for maintenance and including the street segment in SFPW's Pavement Management and Mapping System database. This may be demonstrated with the City Engineer's issuance of a Notice of Completion and a Public Works Order stating the final steps for Board of Supervisors conditional acceptance for maintenance have been satisfied, along with approval of official documents like maps for official sidewalk width, street grade, and public right-of-way width. Consistent with Prop K and Prop L policy, only streets in SFPW's Pavement Management and Mapping System are eligible for sales tax funds.

| Metric | PROP AA | TNC TAX | PROP K |
|-------------------------------------|------------|------------|--------|
| Actual Leveraging - Current Request | No PROP AA | No TNC TAX | 17.65% |
| Actual Leveraging - This Project | No PROP AA | No TNC TAX | 17.65% |

San Francisco County Transportation Authority Allocation Request Form

| | |
|---------------------------------|--------------------------------|
| FY of Allocation Action: | FY2024/25 |
| Project Name: | De Long St Pavement Renovation |
| Primary Sponsor: | Department of Public Works |

EXPENDITURE PLAN SUMMARY

| | |
|--------------------------------|-----------|
| Current PROP K Request: | \$350,000 |
|--------------------------------|-----------|

- 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:

JLY

CONTACT INFORMATION

| | Project Manager | Grants Manager |
|---------------|----------------------|---------------------------|
| Name: | Edmund Lee | Victoria Chan |
| Title: | Project Manager | Budget Manager |
| Phone: | 555-5555 | (415) 205-6316 |
| Email: | edmund.lee@sfdpw.org | victoria.w.chan@sfdpw.org |

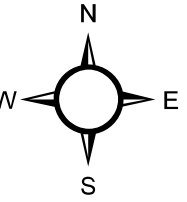
**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

MAJOR LINE ITEM BUDGET

| SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK) | | | | |
|---|-------------------|----------------------|------------------|-------------------|
| Budget Line Item | Totals | % of contract | SFPW | Contractor |
| 1. Contract | | | | |
| Traffic Control/Pavement Marking | \$ 25,000 | 9% | | \$ 25,000 |
| Paving | \$ 80,000 | 30% | | \$ 80,000 |
| Concrete Work | \$ 60,000 | 22% | | \$ 60,000 |
| Curb Ramp | \$ 10,000 | 4% | | \$ 10,000 |
| Speed Hump/Cushion | \$ 10,000 | 4% | | \$ 10,000 |
| Utility Castings/Boxes | \$ 5,000 | 2% | | \$ 5,000 |
| Mobilization/Demobilization | \$ 10,000 | 4% | | \$ 10,000 |
| 2. Project and Construction Management | \$ 40,000 | 15% | \$ 40,000 | |
| 3. Contingency | \$ 30,000 | 11% | \$ 10,000 | \$ 20,000 |
| | | | | |
| TOTAL CONSTRUCTION COST | \$ 270,000 | 100% | \$ 50,000 | \$ 220,000 |
| TOTAL COST OF ACCEPTING STREET FOR MAINTENANCE | \$ 75,000 | | \$ 75,000 | |
| TOTAL COST | \$ 345,000 | | | |

De Long St Pavement Renovation

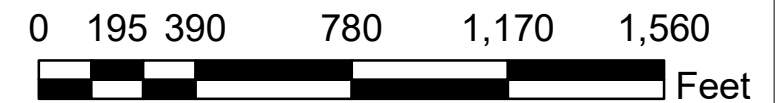
Attachment 1



Legend

 Project Block

Created July 2024



NOTES:

All Public Works Street Resurfacing Program candidates are subject to substitution and schedule changes pending available funding, visual confirmation, utility clearances and coordination with other agencies and are NOT guaranteed to be moved forward to construction. Unforeseen challenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the Public Works Street Resurfacing Program candidates to be postponed or dropped from consideration.

San Francisco County Transportation Authority Allocation Request Form

| | |
|---------------------------------|---------------------------------|
| FY of Allocation Action: | FY2024/25 |
| Project Name: | Sunset Blvd Pavement Renovation |
| Primary Sponsor: | Department of Public Works |

EXPENDITURE PLAN INFORMATION

| | |
|---------------------------------|--------------------|
| PROP K Expenditure Plans | Street Resurfacing |
| Current PROP K Request: | \$387,181 |
| Supervisory District | District 04 |

REQUEST

Brief Project Description

Demolition and pavement renovation of 42 blocks, construction and retrofit of approximately 23 curb ramps, new sidewalk construction, traffic control, and all related and incidental work within project limits on Sunset Blvd from Martin Luther King Jr. Drive to Lake Merced Blvd. Prop K funds will cover change orders for additional quantities (e.g., sidewalk, curb ramps, etc.) that are required to connect new bus stops for the SFMTA's 29 Sunset Improvement Project to street corners for an accessible path of travel.

Detailed Scope, Project Benefits and Community Outreach

In March 2023, the Transportation Authority allocated \$3,100,000 for the Sunset Blvd. Pavement Renovation Project. The scope of the project originally included demolition and pavement renovation of 42 blocks, construction and retrofit of approximately 10 curb ramps, new sidewalk construction, traffic control, and all related and incidental work within project limits on Sunset Blvd from Martin Luther King Jr. Drive to Lake Merced Blvd. Construction started in early 2024. SFPW requests to use \$387,181 in Prop K funds from cost savings from the Potrero Avenue Pavement Renovation project to cover change orders for additional paving related costs for additional quantities (e.g., sidewalk, curb ramps, etc.) that are required to create an accessible path of travel between the new bus stops for the SFMTA's 29 Sunset Improvement Project to the corners of Sunset/Judah, Sunset/Lawton, Sunset/Noriega, Sunset/Ortega, Sunset/Quintara, Sunset/Rivera, Sunset/Taraval, Sunset/Vicente, Sunset/Yorba, and Sunset/Ocean.

SFPW inspects each of the City's blocks and assigns a Pavement Condition Index (PCI) score every two years. The PCI score ranges from a low of 0 to a high of 100. These scores assist SFPW with implementing the pavement management strategy of aiming to preserve streets by applying the right treatment to the right roadway at the right time. Streets are selected based on PCI scores as well as the presence of transit and bicycle routes, street clearance (i.e., coordination with utilities), and geographic equity. The average Pavement Condition Index (PCI) score within the project limits is in the 60's. Streets with a PCI between 50 and 69 are considered "at-risk" and are quickly deteriorating and would require larger scale repair work if they are not treated soon.

All candidates shown are subject to substitution and schedule changes pending, visual confirmation, utility clearances and coordination with other agencies. Unforeseen challenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the candidates to be postponed.

SFPW is coordinating with the SFMTA to construct a portion of the 29 Sunset Improvement Project within the Sunset Blvd. Pavement Renovation project area. The SFMTA scope includes the construction of concrete sidewalks at various stops, bus pads, and electrical infrastructure to support power connections for transit shelters, as well as lane line and crosswalks re-striping and other pavement delineations.

Project Location

Sunset Blvd from Martin Luther King Jr Dr to Lake Merced Blvd

| | |
|---|----|
| 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 K 5YPP/Prop AA Strategic Plan? | |
| PROP K Amount | \$387,181.00 |

Justification for Necessary Amendment

The requested funds are cost savings from a completed Prop K paving project. SFPW is requesting to use a portion of the cost savings for another paving project, which is eligible for the Prop K program from which the funds were originally allocated. Further, the project is currently advancing.

San Francisco County Transportation Authority Allocation Request Form

| | |
|---------------------------------|---------------------------------|
| FY of Allocation Action: | FY2024/25 |
| Project Name: | Sunset Blvd Pavement Renovation |
| 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) | Jul-Aug-Sep | 2021 | Jan-Feb-Mar | 2023 |
| Advertise Construction | Jan-Feb-Mar | 2023 | | |
| Start Construction (e.g. Award Contract) | Apr-May-Jun | 2023 | | |
| Operations (OP) | | | | |
| Open for Use | | | Apr-May-Jun | 2026 |
| Project Completion (means last eligible expenditure) | | | Apr-May-Jun | 2027 |

SCHEDULE DETAILS

The project is being coordinated with SFMTA's 29 Sunset Improvement Project including concrete bus pads, sidewalk and transit shelter upgrades, lane and crosswalk re-striping, and other pavement delineations.

The project is also being coordinated with the 19th Avenue paving project, with 19th Avenue paving scheduled for Summer 2025.

San Francisco County Transportation Authority Allocation Request Form

| | |
|---------------------------------|---------------------------------|
| FY of Allocation Action: | FY2024/25 |
| Project Name: | Sunset Blvd Pavement Renovation |
| Primary Sponsor: | Department of Public Works |

FUNDING PLAN - FOR CURRENT REQUEST

| Fund Source | Planned | Programmed | Allocated | Project Total |
|---|-----------|------------|-----------|---------------|
| EP-134: Street Resurfacing | \$387,181 | \$0 | \$0 | \$387,181 |
| SFMTA Funding Low Carbon Transit Operations Program (LCTOP) | \$122,819 | \$0 | \$0 | \$122,819 |
| Phases In Current Request Total: | \$510,000 | \$0 | \$0 | \$510,000 |

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

| Fund Source | Planned | Programmed | Allocated | Project Total |
|---|-----------|------------|-------------|---------------|
| PROP K | \$387,181 | \$0 | \$0 | \$387,181 |
| HUTA | \$0 | \$0 | \$400,000 | \$400,000 |
| Prop K | \$0 | \$0 | \$3,100,000 | \$3,100,000 |
| RMRA | \$0 | \$0 | \$3,408,700 | \$3,408,700 |
| SFMTA Funding Low Carbon Transit Operations Program (LCTOP) | \$122,819 | \$0 | \$0 | \$122,819 |
| Funding Plan for Entire Project Total: | \$510,000 | \$0 | \$6,908,700 | \$7,418,700 |

COST SUMMARY

| Phase | Total Cost | PROP K - Current Request | Source of Cost Estimate |
|---------------------------------|------------|--------------------------|--|
| Planning/Conceptual Engineering | \$0 | | |
| Environmental Studies | \$0 | | |
| Right of Way | \$0 | | |
| Design Engineering | \$400,000 | | Actual cost |
| Construction | \$510,000 | \$387,181 | Engineer's estimate and agreed costs from contractor |
| Operations | \$0 | | |
| Total: | \$910,000 | \$387,181 | |

| | |
|------------------------------|--------|
| % Complete of Design: | 100.0% |
|------------------------------|--------|

112

| | |
|------------------------------|------------|
| As of Date: | 03/31/2023 |
| Expected Useful Life: | 20 Years |

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

| MAJOR LINE ITEM BUDGET | | | | |
|--|----------------------|-------------------|----------------------|----------------------|
| SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK) | | | | |
| Budget Line Item | Totals | % of Change Order | SFPW | SFMTA |
| 1. Contract | | | | |
| Traffic Control/Pavement Markings | \$ 80,000.00 | 16% | \$ 70,000.00 | \$ 10,000.00 |
| Asphalt | \$ 70,000.00 | 14% | \$ 65,000.00 | \$ 5,000.00 |
| Earthwork | \$ 50,000.00 | 10% | \$ 22,181.00 | \$ 27,819.00 |
| Concrete Base/Pavement | \$ 40,000.00 | 8% | \$ 35,000.00 | \$ 5,000.00 |
| Concrete Sidewalk | \$ 50,000.00 | 10% | \$ 50,000.00 | \$ - |
| Concrete Curb | \$ 55,000.00 | 11% | \$ 55,000.00 | \$ - |
| Curb Ramps | \$ 80,000.00 | 16% | \$ 80,000.00 | \$ - |
| Mobilization/Demobilization | \$ 15,000.00 | 3% | \$ 10,000.00 | \$ 5,000.00 |
| Pedestrian Push Buttons | \$ 70,000.00 | 14% | \$ - | \$ 70,000.00 |
| | \$ 510,000.00 | 100% | \$ 387,181.00 | \$ 122,819.00 |

San Francisco County Transportation Authority Allocation Request Form

| | |
|---------------------------------|---------------------------------|
| FY of Allocation Action: | FY2024/25 |
| Project Name: | Sunset Blvd Pavement Renovation |
| Primary Sponsor: | Department of Public Works |

SFCTA RECOMMENDATION

| | | | |
|--------------------------------|-----------|---------------------------------|-----------|
| Resolution Number: | | Resolution Date: | |
| Total PROP K Requested: | \$387,181 | Total PROP K Recommended | \$510,000 |

| | | | |
|----------------------------|----------------------------|-------------------------|---|
| SGA Project Number: | 134-908022 | Name: | Sunset Blvd Pavement Renovation (MLK to Lake Merced Blvd) Amendment |
| Sponsor: | Department of Public Works | Expiration Date: | 06/30/2027 |
| Phase: | Construction | Fundshare: | 75.92% |

Cash Flow Distribution Schedule by Fiscal Year

| Fund Source | FY2024/25 | FY2025/26 | FY2026/27 | Total |
|---------------|-----------|-----------|-----------|-----------|
| PROP K EP-134 | \$127,500 | \$255,000 | \$127,500 | \$510,000 |

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, improvements completed at each location to date, upcoming project milestones (e.g. ground-breaking, ribbon-cutting), and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.
2. Upon completion of the project, Sponsor shall provide 2-3 photos of completed work.

Notes

1. Transportation Authority staff will update the fund expiration date for the original Prop K grant for Sunset Blvd. Pavement Renovation project to be consistent with this request.

| Metric | PROP AA | TNC TAX | PROP K |
|-------------------------------------|------------|------------|--------|
| Actual Leveraging - Current Request | No PROP AA | No TNC TAX | 24.08% |
| Actual Leveraging - This Project | No PROP AA | No TNC TAX | 94.78% |

San Francisco County Transportation Authority Allocation Request Form

| | |
|---------------------------------|---------------------------------|
| FY of Allocation Action: | FY2024/25 |
| Project Name: | Sunset Blvd Pavement Renovation |
| Primary Sponsor: | Department of Public Works |

EXPENDITURE PLAN SUMMARY

| | |
|--------------------------------|-----------|
| Current PROP K Request: | \$387,181 |
|--------------------------------|-----------|

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

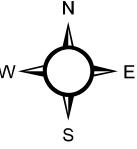
Initials of sponsor staff member verifying the above statement:

JLY

CONTACT INFORMATION

| | Project Manager | Grants Manager |
|---------------|-------------------------|---------------------------|
| Name: | Paul Barradas | Victoria Chan |
| Title: | Project Manager | Budget Manager |
| Phone: | (415) 554-8249 | (415) 205-6316 |
| Email: | paul.barradas@sfdpw.org | victoria.w.chan@sfdpw.org |

Sunset Blvd Pavement Renovation

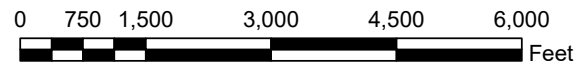


Legend

- Blocks
- Intersections

NOTES:
Information as of January 2023.

All Public Works Street Resurfacing Program candidates are subject to substitution and schedule changes pending available funding, visual confirmation, utility clearances, and coordination with other agencies and are NOT guaranteed to be moved forward to construction. Unforeseen challenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the Public Works Street Resurfacing Program candidates to be postponed or dropped from consideration.





San Francisco
County Transportation
Authority

BD091024

RESOLUTION NO. 25-12

RESOLUTION AMENDING TWO PROP K TRANSPORTATION SALES TAX GRANTS TO ALLOW COST SAVINGS FROM THE SAN FRANCISCO FERRY TERMINAL SECURITY IMPROVEMENTS (DESIGN)(\$132,405) AND POTRERO AVENUE PAVEMENT RENOVATION (\$737,181) PROJECTS TO FUND, RESPECTIVELY SAN FRANCISCO FERRY TERMINAL SECURITY IMPROVEMENTS (CONSTRUCTION)(\$132,405), AND DE LONG STREET PAVEMENT RENOVATION (\$350,000) AND SUNSET BOULEVARD PAVEMENT RENOVATION (\$387,181)

WHEREAS, The Transportation Authority received requests to amend two Prop K transportation sales tax Standard Grant Agreements (SGAs) to allow a total of \$869,586 in cost savings from completed projects to fund additional related scope; and

WHEREAS, The Golden Gate Bridge, Highway, and Transportation District (GGBHTD) requests use of \$132,405 in cost savings from the San Francisco Ferry Terminal Security Improvements (Design) SGA to close a funding gap for the project's construction phase since bids came in higher than the engineer's estimate; and

WHEREAS, San Francisco Public Works (SFPW) requests use of \$737,181 in cost savings from the Potrero Avenue Pavement Renovation SGA to fund the design (\$80,000) and construction (\$270,000) phases of the De Long Street Pavement Renovation project, and to fund the construction (\$387,181) phase of the Sunset Boulevard Pavement Renovation project; and

WHEREAS, The proposed amendments are summarized in Attachments 1 and 2 and the new scope is described in detail in the attached allocation request forms (Attachment 3), which includes staff recommendations for amendment amount, required deliverables, special conditions, and Fiscal Year Cash Flow Distribution Schedule; and



WHEREAS, The proposed additional scope for the two subject SGAs is eligible under the respective Prop K Expenditure Plan programs that funded the original grants, is closely related to the original grant scope, and is for work that is either already underway or ready to proceed; and

WHEREAS, At its September 4, 2024, meeting, the Community Advisory Committee was briefed on the subject requests and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Prop K SGAs for the San Francisco Ferry Terminal Security Improvements and Potrero Avenue Pavement Renovation projects allowing a total of \$869,586 in cost savings to be applied to additional project scope as summarized in Attachments 1 and 2 and detailed in the attached allocation request forms; and be it further

RESOLVED, That the Transportation Authority finds the amendment of these SGAs to be in conformance with the eligibility of the Prop K Expenditure Plan programs under which the grants were originally funded, and are hereby amended, as appropriate.

Attachments:

1. Summary of Amendment Requests
2. Descriptions of Projects
3. Allocation Request Forms (3)



Memorandum

AGENDA ITEM 8

DATE: September 5, 2024

TO: Transportation Authority Board

FROM: Carl Holmes - Deputy Director for Capital Projects

SUBJECT: 9/10/24 Board Meeting: Adopt I-280 Northbound Geneva Avenue Off-Ramp Study

| | |
|---|--|
| <p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Adopt I-280 Northbound Geneva Avenue Off-Ramp Study</p> <p>SUMMARY</p> <p>The I-280 Northbound Geneva Avenue Off-Ramp Study (Study) explores potential safety and circulation improvements at the freeway ramp’s intersection with Geneva Avenue next to the Balboa Park Bay Area Rapid Transit (BART) station. The station also serves multiple Muni light rail and bus lines. As a result, the Geneva Avenue off-ramps experience high traffic volume which can lead to vehicle queues extending to the mainline freeway, resulting in collisions. Commissioner Safai requested the study to improve safety at the ramp and the intersection. This study analyzed the on- and off- ramp intersections to improve multimodal safety for pedestrians and vehicles, and address vehicle queuing, without negatively impacting BART and Muni facilities. The Transportation Authority-led project team developed the study in coordination with key stakeholders including Caltrans and the San Francisco Municipal Transportation Agency (SFMTA).</p> <p>The project team has already implemented a series of near-term signal phasing and timing change recommendations from the report which data later showed resulted in improvements at the Geneva Ave freeway ramps. Additional recommendations focus on upgrading signals, developing pedestrian safety, and lighting measures, as well as calling for a queue spillback study to evaluate lengthening/ straightening of the off-ramp exit lane and using motorist information systems solutions to address the safety impacts of the chronic queue spillback of the ramp onto the mainline freeway.</p> | <ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input checked="" type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: |
|---|--|



BACKGROUND

The I-280 Northbound Geneva Avenue off-ramp is located next to the Balboa Park BART/Muni Station, the busiest station in San Francisco outside of the downtown area with morning and afternoon commuters. The multimodal facility is a major transfer point between BART, Muni light rail train (LRT) lines J, K, and M, and Muni bus lines 8, 29, 43, 49 and 54. The station area also experiences a high number of passenger drop-offs and pick-ups because of proximity to the I-280 freeway. The City College of San Francisco, Ocean Avenue business corridor, Lick Wilmerding High School, and Balboa High School are major trip attractors nearby, creating an environment with significant vehicle traffic and overall transportation demand (bus/rail transit, pedestrian, bicycle) at peak hours at the northbound Geneva Avenue off-ramp. This high travel demand often leads to traffic queues backing up to the mainline I-280 freeway, resulting in rear-end collisions, traffic blocking ramp intersections, vehicle-pedestrian crossing conflicts, and other safety issues. Balboa Park Station's current drop off and pick up area also lacks the capacity to handle the current traffic volume during rush hour periods which exacerbates the queue for freeway vehicular traffic exiting northbound Geneva Ave off-ramp.

DISCUSSION

Off-ramp Constraints and Safety Issues. The existing I-280 Geneva Avenue ramp intersection is a tight diamond interchange with the Geneva Avenue bridge, a legacy system that does not meet modern safety standards with regard to adequate shoulder width, ramp storage capacity, and bridge design. This interchange is bordered by BART train tracks and Balboa Park Station on the east side and Lick Wilmerding High School on the west side. The short overpass bridge, multi-modal functions and short length and design of the Geneva off-ramp limit capacity at this location, which results in chronic vehicle queues spilling back onto the mainline I-280 freeway. Furthermore, the San Jose Avenue bridge that crosses overhead just south of the off-ramp also affects visibility, and a freeway horizontal curve prior to the bridge limits sight distance for exiting vehicles.

Between 2016 and 2021, there were 31 crashes associated with the northbound off-ramp itself. The project team also examined crashes at the northbound off-ramp approach from the I-280 mainline and found there were 89 total crashes between 2016 and 2021. These collisions include 54 injury crashes and one fatal crash. The majority of collisions were from rear-end crashes (66%) and sideswipes (21%). The



primary collision factors were from unsafe speed (58%) and unsafe lane changes (29%) by drivers maneuvering to exit at the Geneva off-ramp.

Geneva Avenue also experienced a high collision rate. Between 2016 and 2021, there were 44 crashes in total between the I-280 ramp intersections and San Jose Avenue. There were 26 crashes associated with the I-280 ramp intersections. These crashes include 11 pedestrian-involved collisions including one severe injury, seven visible injury, and 27 complaints of pain crashes. The main collision factors involve drivers failing to observe traffic signals (34%), driving at an unsafe speed (16%), and failing to observe pedestrian right of way (14%).

The project team also observed various multimodal conflicts while developing this safety study. This congested condition often results in aggressive driver behavior. Balboa Park Station passengers at times use the off-ramp as a drop-off and pick-up area. The northbound off-ramp right-turn lane queues tended to form after light rail trains received signal pre-emption at the Geneva Avenue / San Jose Avenue intersection, or as pedestrians crossed Geneva Avenue at the off-ramp intersection crosswalk.

The northbound off-ramp left-turning vehicles were occasionally blocked by vehicles queued at the westbound left turn lane to the I-280 Geneva southbound on-ramp. There have also been community complaints and concerns about vehicle conflicts with pedestrians attempting to cross the I-280 southbound on-ramp as pedestrians contend with traffic from a permissive left turn from westbound Geneva Avenue and right turns from eastbound Geneva Avenue.

Analysis and Improvement Measures. After analyzing traffic circulation, pedestrian movements and transit operations in the area, the project team developed potential improvement measures that can be considered in the near-term to mid-term to address the operational and physical deficiencies of the project study area. These measures also vary in terms of implementation cost, approval time, right-of-way issues, and possible construction impacts. Caltrans operates the traffic signals at the ramp intersections while SFMTA operates traffic signals at the San Jose Avenue intersection to the east and the Howth Street intersection to the west. Any improvement implementation would need to be closely coordinated with both Caltrans and SFMTA.

A near-term improvement measure is modifying the signal phasing and timing at both Geneva ramp intersections. Programming a longer cycle time will increase the share of effective green-light time and enable more throughput to clear the northbound off-ramp and reduce queue lengths backing up to the mainline. However, this also needs



to be balanced with Geneva Avenue traffic flow and Muni bus performance as well as pedestrian safety. Modifying the traffic configuration to clear the Geneva Avenue overcrossing traffic and then simultaneously enacting a green-light phase for both northbound and southbound off-ramps traffic may be more promising in terms of efficiency, while accommodating pedestrian movements. Modifying the left-turn signal to I-280 southbound on-ramp from a leading left to a lagging left can also correct a pedestrian crossing conflict at that location. These signal timing changes were piloted with good initial results¹ and will continue to be refined by Caltrans and SFMTA.

A mid-term implementation recommended measure is upgrading the existing ramp intersections traffic signal system to add longer mast arms on existing mast arm poles for improved visibility, improve lighting levels particularly at night, and installing vehicle detection equipment to adjust traffic signals to vehicle demand. New traffic signals may include adaptive signals, elements of Intelligent Transportation Systems (ITS), and new traffic controller that adjusts the phase times to respond to road user demand. The project team also received input from the Transportation Authority's Community Advisory Committee (CAC) at its March 27 meeting to consider adding additional pedestrian safety improvements such as 'no-turn on red' signs at the right turn lanes onto I-280 on-ramps. The Transportation Authority's Vision Zero Ramps Phase 3 Study can study these ideas further. The project team, in cooperation with SFMTA and SFPUC, would also look into expanding the mid-term traffic signal recommendation to include new signage, reflective backplates on traffic signals, and curb extensions to slow traffic turning right to on- and off-ramps where possible. SFPUC will also perform a photometric study as part of the street light upgrades. These mid-term recommended measures would require the project team to initiate a Caltrans project study report to further scope the project and environmentally clear and approve the measures. A detailed design process, cost estimates and construction would follow.

¹ The project team, with the assistance of Caltrans and SFMTA, was able to implement near-term signal phasing and timing changes along Geneva Avenue in August and November 2023. Based on the results, it appears that the traffic signal and phasing changes implemented were successful in improving the capacity of the I-280 northbound off-ramp. The overall traffic circulation and safety appear to improve with smoother traffic flows, shorter ramp queues and the pedestrian crossing conflict at the southbound on-ramp was addressed.



A second mid-term recommendation is to conduct a queue spillback study to improve safety at the northbound Geneva off-ramp/freeway queue. This study would explore the feasibility of lengthening the off-ramp lane and/or straightening it to improve visibility for approaching motorists. Other potential strategies include driver information systems and advance warning signage to notify motorists of queues ahead and conveying messages about reducing speed. As noted above, the study would require collaboration with Caltrans.

Recommendations. The study has 3 main recommendations. A near-term recommendation to modify the traffic signal phasing and timing to improve traffic circulation and safety has been piloted and is undergoing refinement. In the mid-term, the study recommends modernizing the traffic signal system to replace the existing aging system as it reaches the end of its life cycle and to upgrade lighting and potentially add adaptive signaling capabilities and other pedestrian safety measures. A final mid-term recommendation is to initiate a queue spillback study to improve safety of the off-ramp and I-280 mainline. These mid-term measures will also include close cooperation with City departments, including SFMTA and San Francisco Public Works, as well as Caltrans on program funding and project approvals.

Community Advisory Committee (CAC) Input: The project team presented the report to the CAC at its March 27, 2024, meeting. CAC members engaged in a lengthy discussion focusing on pedestrian safety such as vehicles not yielding to pedestrians, safety perceptions at night, and bicyclists' safety along Geneva Avenue. CAC members requested additional pedestrian safety improvements along Geneva Avenue and not just the northbound off-ramp. These improvements included additional 'no turn on red' signs, better street lighting, prioritizing pedestrian safety, larger capital improvements, and improving nearby off-ramps such as southbound Ocean Avenue off-ramp.

Ultimately, the CAC adopted a motion of support to amend the staff recommendation to approve only the near-term recommendations, request to expedite the Vision Zero Ramps Phase 3 Study, and request that the Transportation Authority prioritize pedestrian safety.

In response to CAC feedback, the project team worked with the Vision Zero Ramps Phase 3 project team and conducted additional analysis to identify safety improvements for incorporation into the mid-term design. Safety improvements include curb extensions at on-ramps to slow vehicle speed while balancing truck turns, improved street lighting with a new photometric study by SFPUC, improving sight



lines, landscape changes, improving traffic signals, leading pedestrian intervals for crosswalks, reflective border backplates for traffic signals, additional yield to pedestrians and ‘no right turn on red’ signs to on-ramps. These improvements can be included in a potential new traffic signal upgrade project.

Implementation Strategy. The table below shows the planning level cost estimate and potential funding sources for the recommended improvement measures. The Board approved programming of \$500,000 in Prop L funds to implement recommendations to this study as part of the Vision Zero Ramps 5-Year Prioritization Program.

| Improvement Measures | Estimated Cost | Potential Funding Sources |
|---|--|--|
| Near-term signal timing and phase changes | Completed as part of feasibility study | N/A |
| Mid-term traffic signal upgrades and pedestrian and lighting improvements | \$4 -\$5.5 million | <ul style="list-style-type: none"> - Caltrans State Highway Operation and Protection Program (SHOPP) - SB 1 Local Partnership Program formula - California Highway Safety Improvement Program (HSIP) - California Office of Traffic Safety (OTS) - Prop L, Prop AA - SFPUC |
| Mid-term queue spillback study | \$150,000-\$250,000 | |

FINANCIAL IMPACT

There is no impact on the agency’s adopted budget associated with the recommended action. Allocation or appropriation of funds to implement recommendations would be subject to future action by the Board.

CAC POSITION

The CAC considered this item at its March 27, 2024 meeting and adopted a motion of support which differed from the staff recommendation. See Discussion section above for details on the CAC discussion and action and on the staff response to CAC input.



SUPPLEMENTAL MATERIALS

- Attachment 1 - I-280 Northbound Geneva Avenue Off-Ramp Study
- Attachment 2 - Resolution

I-2 Northbound Geneva Avenue Off-Ramp Study



Acknowledgments

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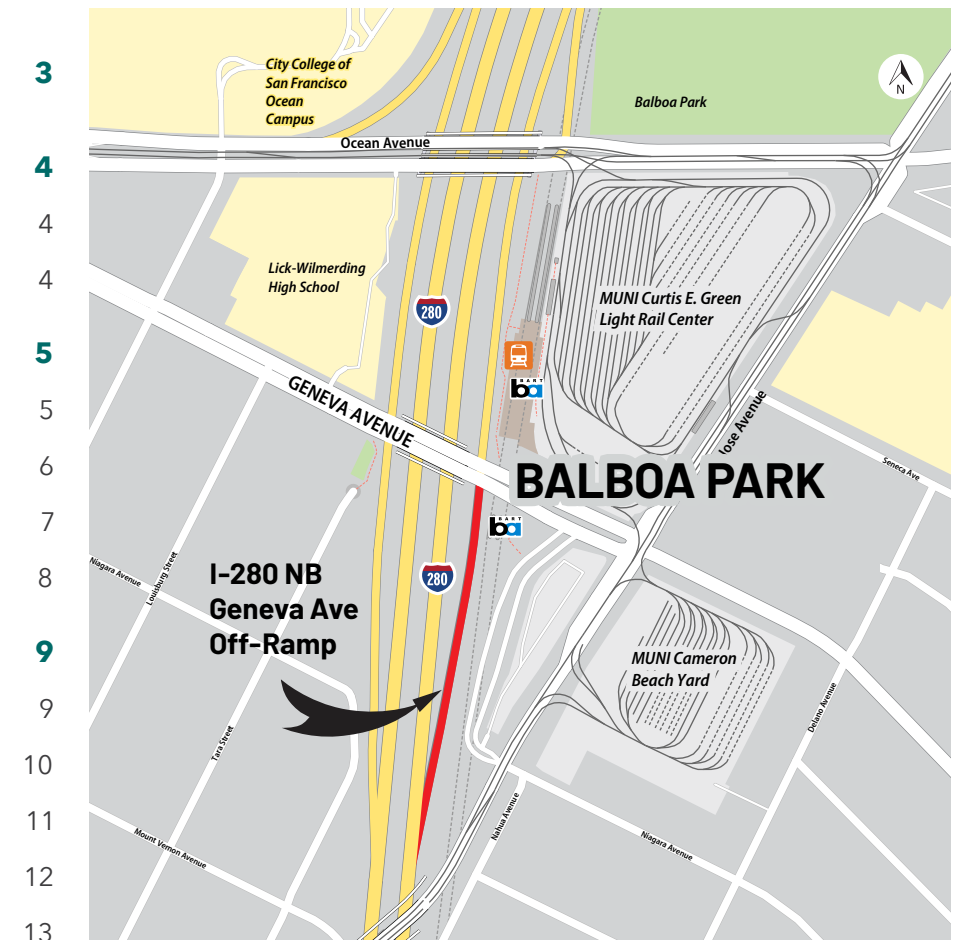
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Project Location Map

Map data from OpenStreetMap.



Project Vicinity Map



1. Introduction

Geneva Avenue is one of the Balboa Park neighborhood's principal east-west transportation corridors and the Balboa Park Station area is a major transportation hub for the City and County of San Francisco. The objective of this study was to find opportunities to improve multimodal safety and address vehicle queuing at the I-280 northbound off-ramp at Geneva Avenue, inclusive of the ramp intersections and freeway mainline, while maintaining essential transit and pedestrian movements in the area. This study was requested by District 11 Board member Ahsha Safai.

The combined BART/Muni Balboa Park Station is one of the busiest transit facilities in San Francisco and region. Intermodal facilities in this area include the Balboa Park BART station, the Muni Curtis E. Green light rail station (Green Yard), the Muni Cameron Beach Yard, several Muni bus lines, and the I-280 interchange. The station area experiences a high number of passenger drop-offs and pick-ups because of close proximity to the I-280 freeway. City College of San Francisco and Lick Wilmerding High School are two major trip attractors in the area and the Kapuso housing project just opened at the Balboa Park Station Upper Yard site.

Issues that should be addressed, as expressed by the community and discovered during this study, include:

- 1 I-280 northbound ramp queuing extending back onto mainline I-280 and related collisions.
- 2 Congested conditions and aggressive driver behavior at ramp intersections and their adverse effect on pedestrian safety.
- 3 Passenger drop-off and pick-up in prohibited locations, e.g., the freeway ramp shoulder and at bus stop areas.
- 4 Limited sight distance for motorists
- 5 Limited vehicle storage capacity as a result of terrain and high density location
- 6 Need for better coordination between Caltrans and local traffic signals

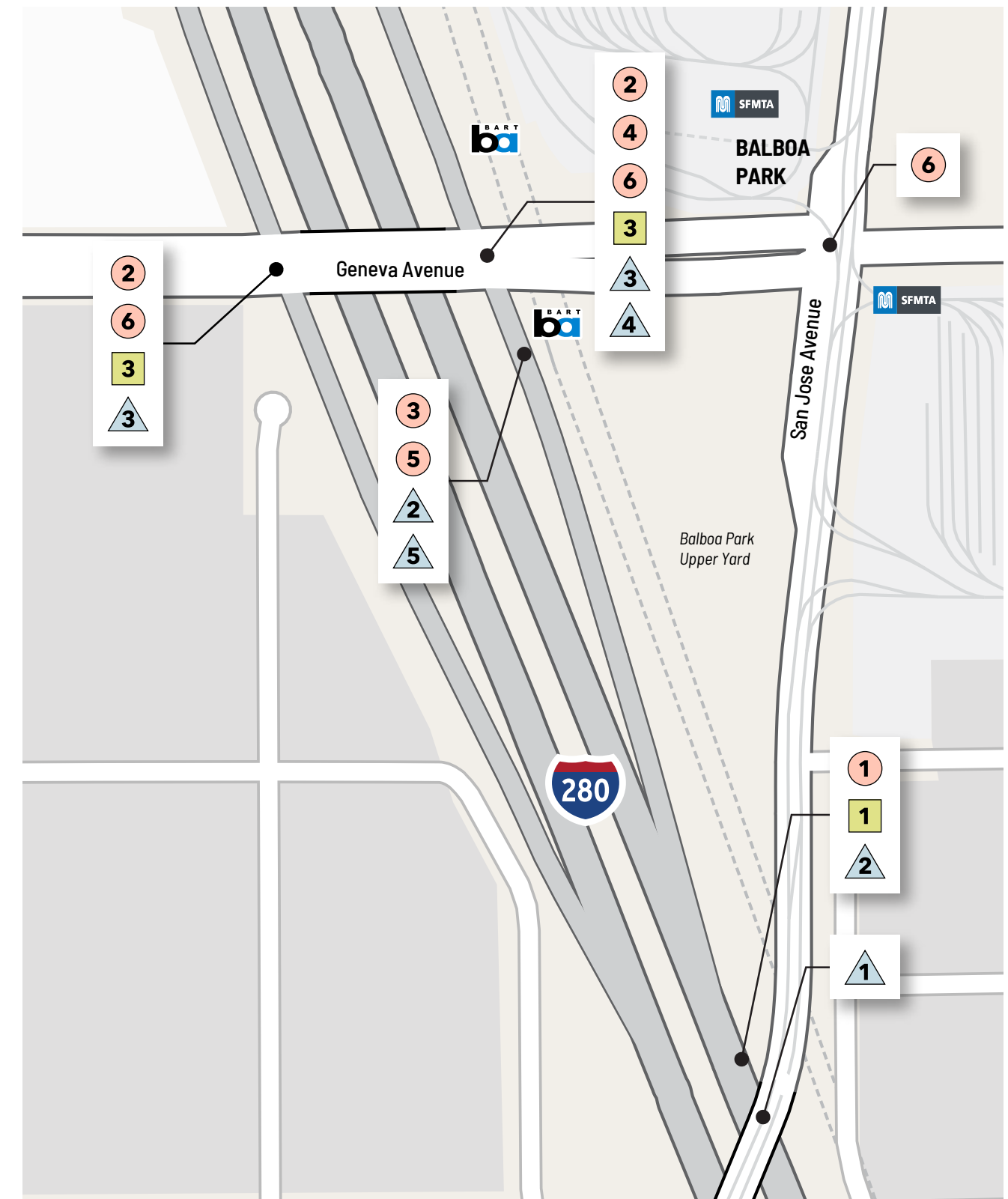
The desired outcomes of this study include:

- 1 Traffic operations and efficiency, including reducing ramp queuing and queue spillback on to US101 mainline.
- 2 Traffic safety, including reducing collisions at I-280 mainline.
- 3 Enhance pedestrian safety.

The primary physical and capital constraints in this area are:

- 1 The I-280 northbound mainline is width constrained by the San Jose Avenue overcrossing.
- 2 The northbound off-ramp to Geneva Avenue is constrained to the east by the BART station.
- 3 Existing traffic signal operations are limited by the existing equipment and need to coordinate with light rail vehicle movements at the Geneva Avenue - San Jose Avenue intersection.
- 4 The current design provides a single lane allowed to right turn to east-bound (EB) Geneva. SFMTA indicates that dual right turns lanes are discouraged at crosswalks. The non-perpendicular intersection alignment also makes potential dual right turns challenging.
- 5 The area does not have pick up/drop off areas for BART/Muni station near the freeway ramps.

Figure 1. Project Study Area Issues, Objectives and Constraints.



Map data from OpenStreetMap.

2. Background

2.1 PRIOR STUDIES

The following reports concerning the project study area have been completed in the last 10 years.

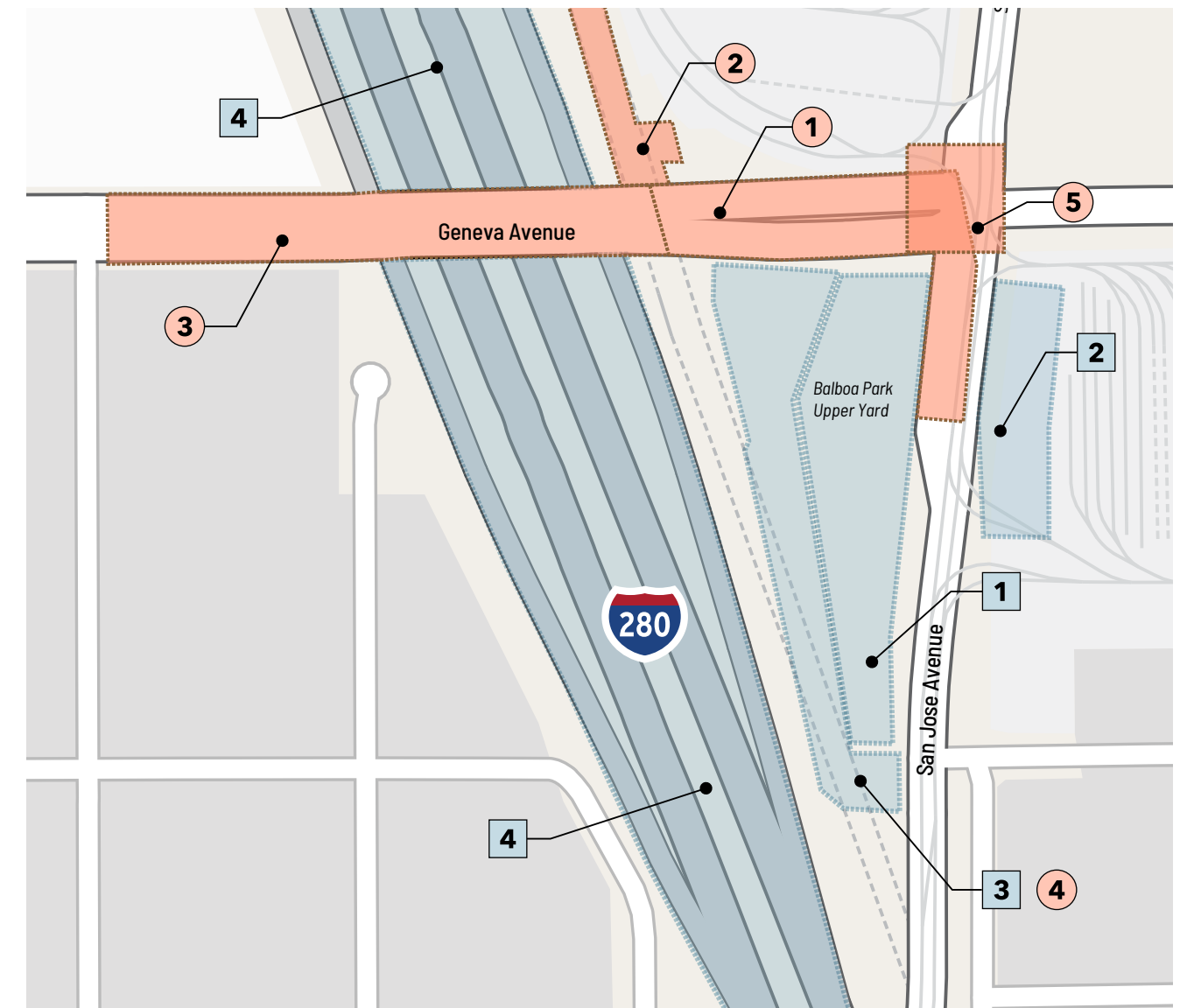
- 1 **The Balboa Park Station Capacity and Conceptual Engineering Study (October 2012)** developed designs for M Line boarding improvements and the reconfiguration of Geneva Avenue, in front of Balboa Park Station. These improvements included new directional curb ramps at all four corners and a realigned east crosswalk and pedestrian refuge, which were completed in 2016.
- 2 **The Balboa Park Circulation Study (April 2014)** evaluated multimodal transportation circulation in the Muni and BART Station Area and explored ways to improve freeway access, passenger loading areas and transit access. The study developed a concept that would close the northbound on-ramp from Geneva Avenue and replace it with a new northbound frontage road and BART kiss and ride area on the east side of I-280 between Geneva Avenue to Ocean Avenue. This concept is not currently an active project.
- 3 **The Ocean and Geneva Corridor Design Plan (March 2015)** developed a framework for public realm improvements along the Ocean Avenue corridor and a portion of Geneva Avenue.
- 4 **The Balboa Park Station Modernization Kiss-and-Ride Study (March 2017)** was developed by BART in parallel with the adjacent Kapuso housing project and BART Station Modernization projects. This concept developed in this study constructs a plaza fronting Geneva Avenue and moves the BART Patron/Passenger loading area to a cul de sac loop accessed from San Jose Avenue and Niagara Avenue; the project is currently under construction.
- 5 **The Geneva Avenue - San Jose Avenue Intersection Study (2020)** prepared conceptual designs for transit stop improvements at the San Jose Avenue - Niagara Avenue intersection to improve Muni M Line access. The study noted that the Geneva Avenue/San Jose Avenue intersection traffic signal is one of the more complicated signals in the City, serving multiple light rail vehicle (LRV) train movements and heavy pedestrian, bus and private vehicle traffic. SFMTA staff noted that many possible enhancements have been completed; further enhancements would require major equipment reconfiguration that would impact transit facilities. Staff noted that the Geneva Avenue/San Jose Avenue intersection does not fit the criteria for a pedestrian scramble phase due to the LRV movements through the intersection.

2.2 CONCURRENT PROJECTS

The Balboa Park station area has several projects in various stages of development.

- 1 **The Mayor's Office of Housing and Community Development's (MOHCD) Kapuso housing project** completed construction and resulted in 131 units.
- 2 **The San Francisco Recreation and Parks Department** completed Geneva Car Barn & Powerhouse Phase I Improvements.
- 3 **BART** completed patron drop-off loop to create a new plaza (see Balboa Park Station Modernization Kiss-and-Ride Study). Subject to available funding, BART has plans to modernize and renovate the existing elevator at the station.
- 4 **Caltrans's State Highway Operation and Protection Program (SHOPP)** has programmed \$105M for pavement repair and roadside safety projects on I-280 (EA #oQ120). The project initiated in March 2020, is scheduled for design through late 2023, and would initiate construction in mid-2024.
- 5 **The San Francisco Municipal Transportation Agency's Muni Forward** will improve M-line transit and safety between Junipero Serra Blvd and Balboa Park Station.

Figure 2. Project Study Area Issues, Objectives and Constraints. Map data from OpenStreetMap.



3. Existing Conditions & Issues

Geneva Avenue experiences heavy traffic congestion, and the congestion negatively impacts automobile movements, Muni bus operations, bicycle travel, and pedestrian activity. Occasionally congestion on Geneva Avenue results in backups on the NB off-ramp that extend back onto the freeway mainline. Due to the hilly topography adjacent to Geneva Avenue, it is the only primary east-west corridor in the region with few alternatives for parallel travel.

3.1 MULTIMODAL TRAFFIC DEMAND

Weekday AM and PM peak hour traffic counts were taken on December 1st and 2nd of 2021. The volumes shown in Figure 3 and Table 1 are the two-day averages. On average, approximately 13 cars arrive at the northbound off-ramp every minute or 20 vehicles arrive every 90-second signal cycle. Vehicle traffic tends to be heavier approaching the ramp intersections from the east, along westbound Geneva Avenue. The crosswalks are busier along the south side of Geneva in the morning and busier crossing Geneva at the Balboa Park station area in the afternoon.

Traffic volumes and traffic patterns appear to show lingering effects from the COVID-19 pandemic, particularly revolving around commute traffic and school trips, which may not be consistent over the long term. In comparison to 2017 counts at the San Jose Ave intersection, the 2021 traffic volumes recorded a higher amount of traffic westbound on Geneva, slightly less eastbound traffic, and slightly less northbound off-ramp traffic. There are also several Muni routes that are not active due to the pandemic.

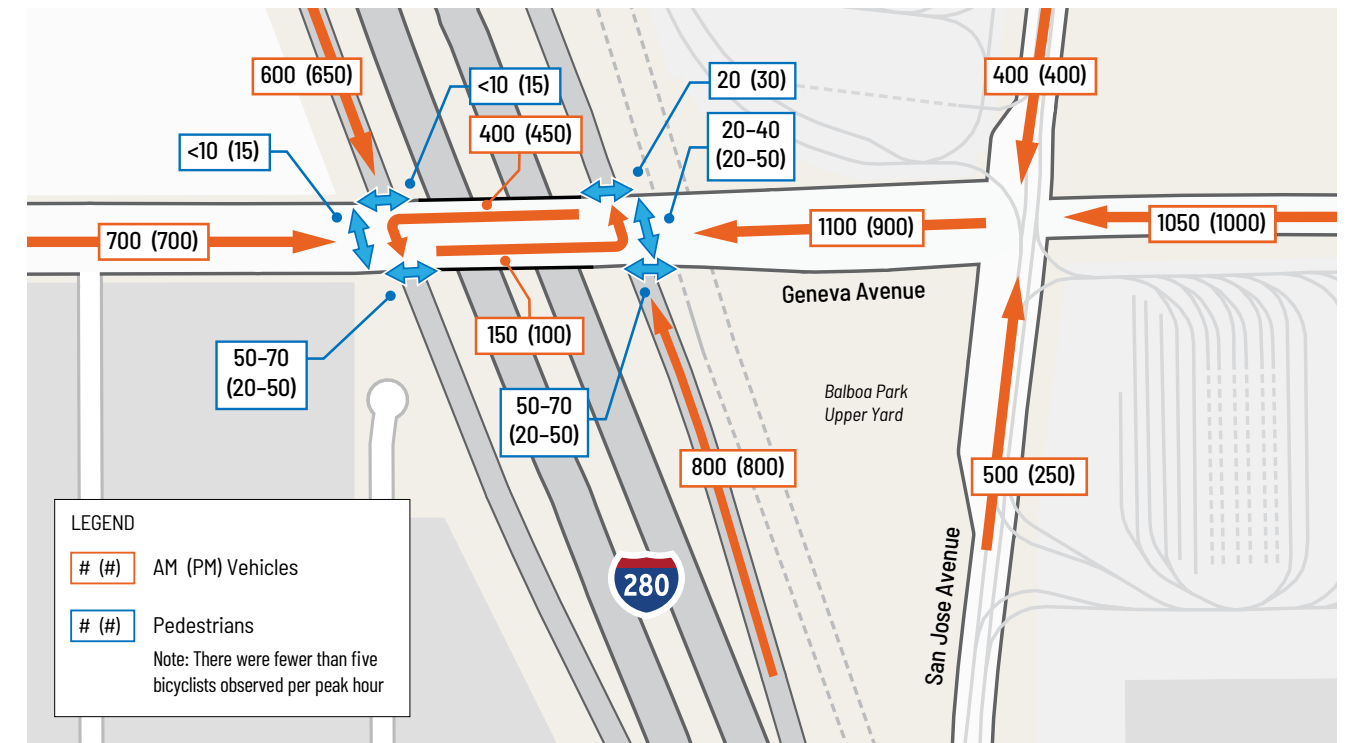
Based on the combined Muni bus frequency, (Table 2 and Figure 4) there is currently one bus every two to four minutes in each direction on average. The M Line Light Rail Transit (LRT) route passes through the Geneva Avenue / San Jose Avenue while the J and KT lines serve stops within the Green Yard. Trains serving other routes also move between yards for maintenance and storage purposes and enter/exit the yard at the beginning/end of service.

Table 1. Nov/Dec. 2021 Two-Day Average Peak Hour Counts

| I-280 SB RAMPS / GENEVA AVENUE | | | I-280 NB RAMPS / GENEVA AVENUE | | |
|--------------------------------|----------|-----------------|--------------------------------|----------|-----------------|
| MOVEMENT | VEHICLES | AVG VEH / CYCLE | MOVEMENT | VEHICLES | AVG VEH / CYCLE |
| AM Peak Hour | | | | | |
| EBT | 339 | 8.5 | EBL | 168 | 4.2 |
| EBR | 395 | 9.9 | EBT | 515 | 12.9 |
| WBL | 421 | 10.5 | WBT | 694 | 17.4 |
| WBT | 662 | 16.6 | WBR | 363 | 9.1 |
| SBL | 345 | 8.6 | NBL | 394 | 9.9 |
| SBR | 283 | 7.1 | NBR | 429 | 10.7 |
| PM Peak Hour | | | | | |
| EBT | 380 | 9.5 | EBL | 84 | 2.1 |
| EBR | 330 | 8.3 | EBT | 707 | 17.7 |
| WBL | 438 | 11.0 | WBT | 650 | 16.3 |
| WBT | 575 | 14.4 | WBR | 283 | 7.1 |
| SBL | 435 | 10.9 | NBL | 367 | 9.2 |
| SBR | 224 | 5.6 | NBR | 459 | 11.5 |

Note: Volumes do not balance between ramp intersections due to residual queues. | 2021 Signal Cycles = 90s

Figure 3. Project Study Area Multimodal Traffic Counts: Geneva & I-280 Ramps, 2-day peak hour counts in Nov./Dec. 2021.



Map data from OpenStreetMap.

Table 2. Weekday Muni Service Frequencies

| ROUTE | SERVICE FREQUENCIES (MINS) | | |
|-----------------------------|----------------------------|--------|---------|
| | MORNING | MIDDAY | EVENING |
| Geneva Avenue Routes | | | |
| 8 Bayshore | 8 | 8 | 12 |
| 8BX Bayshore Exp. | 8 | -- | 8 |
| 43 Masonic | 12 | 12 | 15 |
| 54 Felton | 20 | 20 | 30 |
| LRT Routes | | | |
| J* | 15 | 15 | 17 |
| KT* | 10 | 10 | 15 |
| M** | 10 | 10 | 15 |

Figure 4. Muni Service Map, Balboa Park Station Area



* J and KT routes do not require LRT preemption through the Geneva / San Jose intersection but do travel along San Jose Avenue into and out of the Green Yard.

** M Line Vehicles require signal preemption at the Geneva / San Jose intersection.

3.2 EXISTING VEHICLE QUEUING OBSERVATIONS

The presence and magnitude of vehicle queuing in the Geneva Avenue / I-280 interchange area reflects the asymmetrical design of the roadway network and the operations of signals and LRT stations.

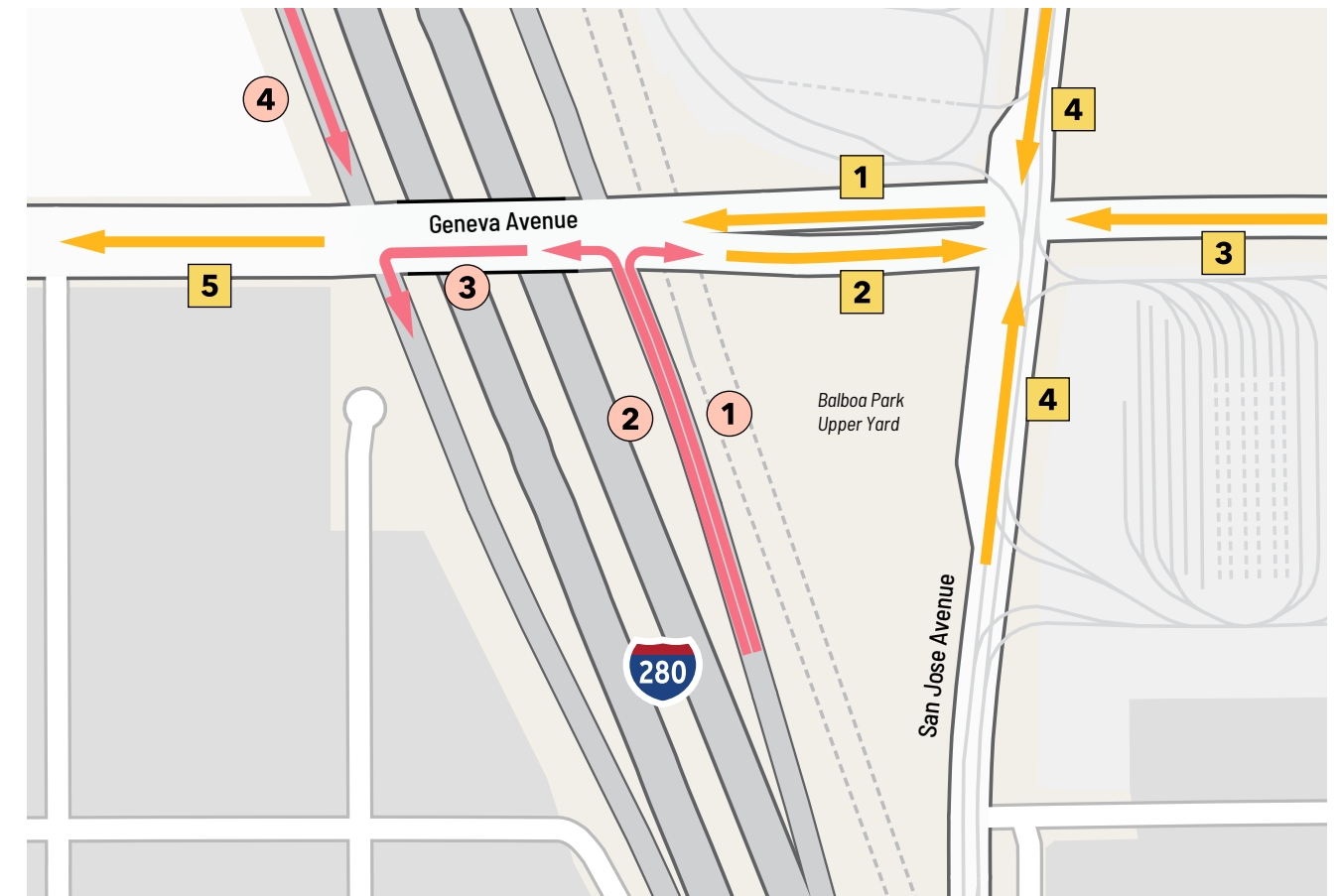
Freeway Queues

- 1 Queues were observed on the northbound off ramp right lane. This queue would reach the mainline I-280 during rush hours and block the rightmost lane, causing slow-downs in adjacent northbound freeway lanes. These queues tended to form after LRT preemption events at the Geneva Avenue / San Jose Avenue intersection and people crossing at the Geneva Avenue / northbound 280 ramp crosswalk (Section 3.3, Geneva Ave / I-280 Northbound Ramps).
- 2 Northbound left-turning vehicles were occasionally blocked by vehicles queued at the westbound left turn lane.
- 3 Queues at the westbound Geneva Ave left turn lane onto the southbound ramp intersection occasionally spill back to the northbound ramp intersection, which delays northbound off ramp left turn traffic. These queues were more frequent with a leading westbound left turn phase at the Geneva Avenue / southbound 280 ramp intersection (Section 3.3, Geneva Ave / I-280 Southbound Ramps).
- 4 Southbound off-ramp queues at Geneva Avenue rarely exceeded the storage capacity because of the longer ramp storage and second exit to Ocean Avenue.

Local Street Queues

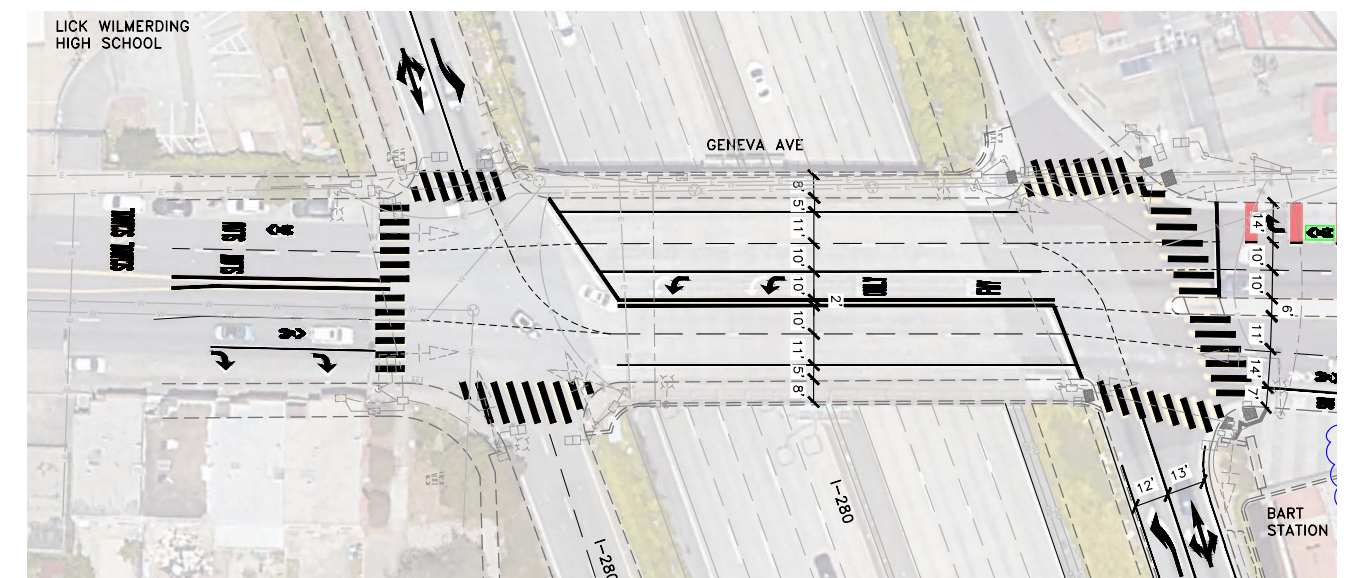
- 1 Queues on Geneva Avenue were more frequent approaching from the east. Westbound queues to enter southbound I-280 frequently extended back to San Jose Avenue. Passenger vehicles queued to enter northbound I-280 frequently conflicted with Muni buses at the right bus-only lane at the northbound ramp intersection.
- 2 Eastbound queues tended to occur following an LRT preemption event at the Geneva Avenue / San Jose Avenue intersection. During peak commute hours, LRT preemption events occurred between four to six times per hour.
- 3 Queues extending back from the Geneva Avenue / San Jose Avenue intersection are primarily a product of spillback queues from the I-280 northbound ramp intersection and, to a lesser extent, LRT preemption events.
- 4 Muni buses are able to bypass some queues on westbound Geneva Avenue using the bus-taxi-only lane. Queues on San Jose Avenue negatively affect Muni LRTs.
- 5 Westbound queues to the west of the I-280 ramps were occasionally observed at the Geneva Avenue / Howth Street intersection and may have been due to pick-up at Lick Wilmerding High School. These queues rarely extended back into the ramp intersections.

Figure 5. Vehicle Queuing Observations.



Map data from OpenStreetMap.

Figure 6. Traffic Striping



Source: Parisi, 2021

3.3 OBSERVED MULTIMODAL CONFLICTS

There are several locations and movements that represent the bulk of the intermodal conflict and safety issues in the Geneva Avenue interchange area.

Geneva Avenue / Southbound I-280 On-Ramp (Figure 7)

There have been community complaints and concerns about the safety of the southern crosswalk across the southbound I-280 on-ramp for pedestrians contending with permissive left and right turns. The safety issues concern the traffic signal operations that are in effect outside of the afternoon commute peak (See Section 4.5).

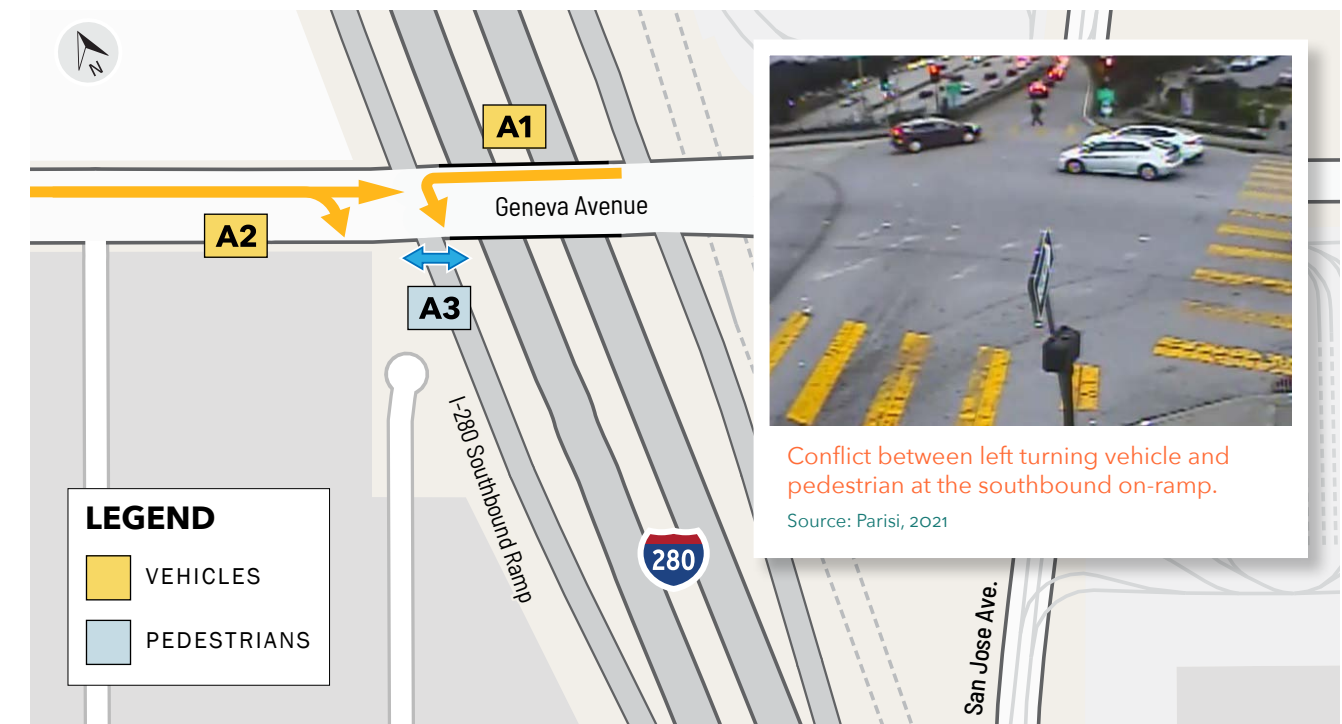
- Westbound left turning drivers [A1] receive a protected left turn (green arrow) phase simultaneous with westbound through traffic. When left turns receive priority before the through movements, this is referred to as a “leading” left turn. When the protected phase terminates, many left turning drivers continue to enter the intersection on the red light, tailgating the left-turning vehicle ahead to prevent eastbound drivers [A2] from initiating their movement.
- Left turning drivers [A1] entering the intersection on red also violate the right of way of pedestrians in the south crosswalk [A3] that have the Walk signal phase that is typically concurrent with eastbound through traffic [A2].
- After the protected left turn (green arrow) ends, westbound left turning drivers [A1] are allowed to make the turn on the permissive (green ball) phase; they are required to yield to eastbound vehicle traffic [A2] and people in the crosswalk [A3]. However, left-turning drivers were observed turning against oncoming traffic and not being aware of pedestrians when initiating the turn.
- Eastbound right turning drivers [A2] were observed failing to yield to pedestrians crossing in the south crosswalk [A3].

Geneva Avenue / Northbound I-280 Ramps & San Jose Avenue (Figure 8)

The right turn queues at the northbound I-280 off-ramp reflect downstream congestion that are associated with or that manifest as several issues:

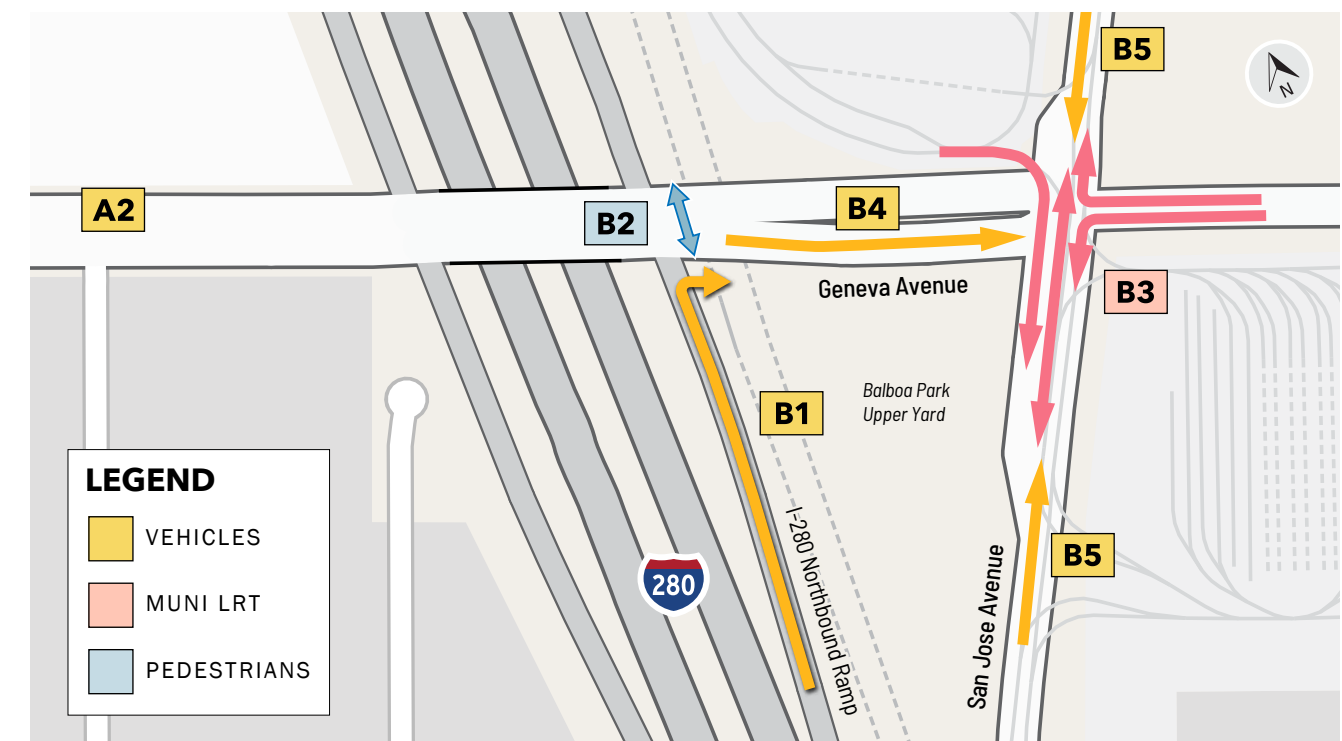
- Approximately 12 drivers can make the right turn [B1] every northbound green phase when there are no people crossing Geneva Avenue [B2] and no downstream congestion; this drops to 8 to 10 cars, and fewer trucks, every phase when there is a person crossing in one direction and even fewer when there are people crossing in both directions. There is usually at least one person on foot crossing Geneva Avenue every other cycle during the commute peak hours.
- Muni LRT preemption events [B3], where all vehicle traffic is stopped, occur 4 to 6 times during the commute peak hour. The LRT preemption typically follows the end of eastbound Geneva Avenue vehicle phase [B4] and lasts around 30 seconds each. LRT preemption is followed by the San Jose Avenue phase [B5], which services several Muni bus and LRT lines.
- Some drivers drop off passengers on the off-ramp [B1] when queued at a red light and then drive back onto northbound I-280 to avoid exiting onto Geneva Avenue. Some drivers drop off passengers on Geneva Avenue at the BART station [B4].

Figure 7. Westbound Left Turns.



Map data from OpenStreetMap.

Figure 8. Northbound Right Turns.



Map data from OpenStreetMap.

3.4 CRASH RECORDS

There were a total of 164 crashes in the project study that were recorded between 2016 and 2021.

Northbound I-280 Crashes

Between 2016 and 2021, there were 120 total northbound I-280 crashes near the Geneva Avenue interchange. Specifically, there were 89 total crashes on northbound I-280 within a quarter mile south of the Geneva Avenue overcrossing (PM R1.4 - R1.65) and 31 crashes associated with the northbound off-ramp.

Among the significant crash factors, there were:

- One fatal crash and 54 injury crashes
- Unsafe speed (58%) and unsafe lane changes (29%) were the main primary collision factors (PCFs).
- Rear-end crashes (66%) and sideswipes (21%) comprised most types of collisions.

The table below summarizes the calculated collisions rates against the statewide average for similar facilities. For both the mainline and ramp, the project study area has a fatal / injury collision rate higher than the statewide average but a total collision rate approximately 10% lower than the statewide average.

Table 3. TASAS Table B Crash Rates (January 1, 2016 - December 31, 2021)

| LOCATION | TOTAL NO. OF CRASHES | ACTUAL I-280 RATES (PER MVM) | | | AVERAGE CALIFORNIA RATES (PER MVM) | | |
|---|----------------------|------------------------------|---------------|-------|------------------------------------|---------------|-------|
| | | FATAL | FAT. + INJURY | TOTAL | FATAL | FAT. + INJURY | TOTAL |
| SF-280-PM R1.4/R1.65 Northbound Mainline | 89 | 0.01 | 0.46 | 1.0 | 0.004 | 0.35 | 1.09 |
| Northbound Off-ramp to Geneva Avenue. PM R1.556 | 31 | 0.0 | 0.43 | 0.96 | 0.003 | 0.38 | 1.04 |

Source: Caltrans Traffic Accident Surveillance and Analysis System (TASAS), report generated 10/3/2022.

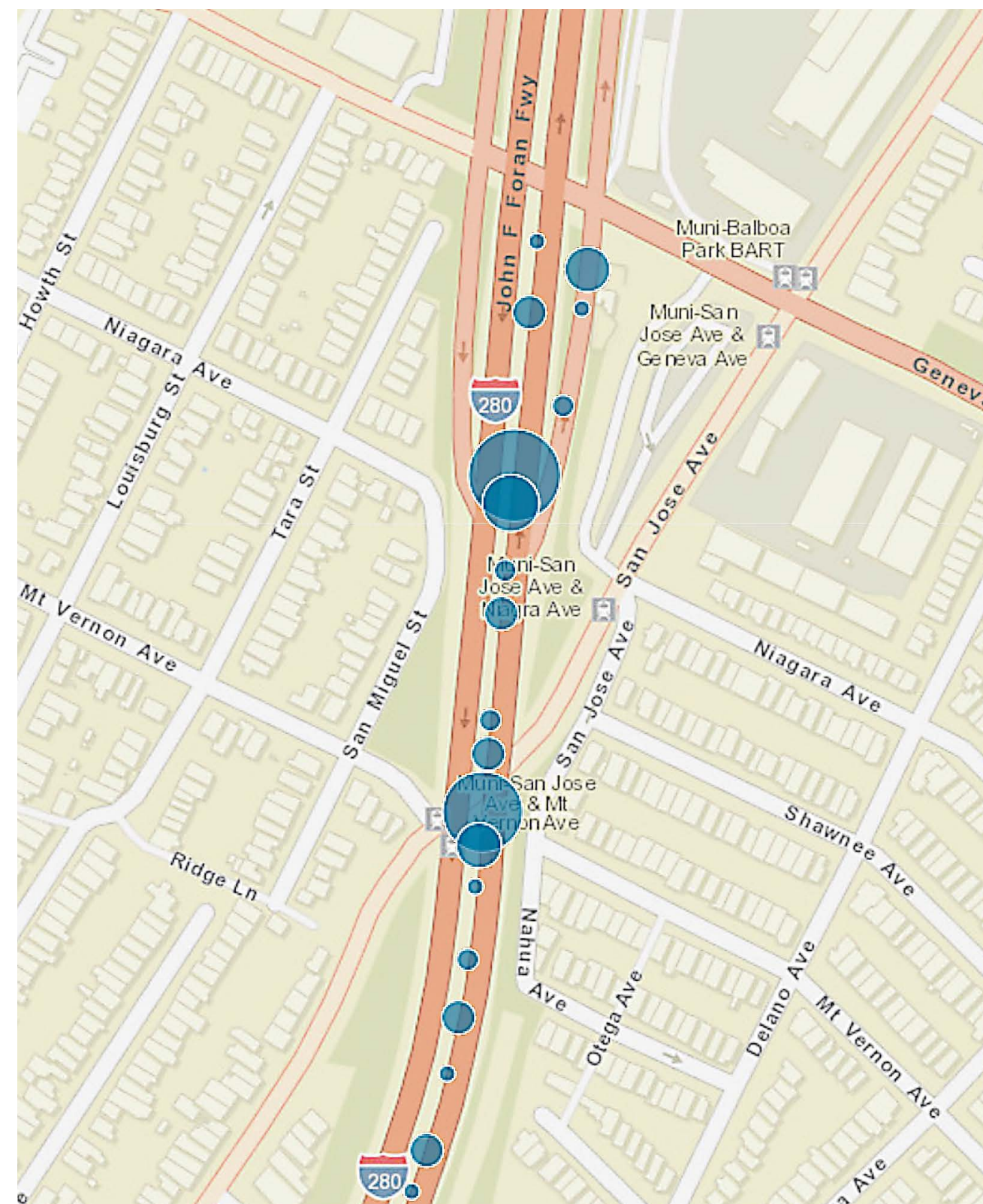
Geneva Avenue Crashes

Between 2016 and 2021, there were 44 crashes in total Geneva Avenue between the I-280 ramp intersections and San Jose Avenue. There were 26 crashes associated with the I-280 ramp intersections and 18 crashes west of or within the San Jose Avenue intersection.

Among the significant crash factors, there were:

- Eleven (11) pedestrian-involved collisions. Nine out of 11 crashes occurred when the pedestrian was in the crosswalk.
- One severe injury, seven visible injury, and 27 complaint of pain crashes.
- Drivers failing to observe traffic signals (34%), driving at an unsafe speed (16%), and failing to observe pedestrian right of way (14%) were the main PCFs.
- Broadside (41%), vehicle-pedestrian (20%), sideswipe (16%) and rear-end (14%) crashes were the most common collision types.

Figure 9. I-280 Northbound Collision Map, 2016 - 2021



Source: UC Berkeley SafeTREC Transportation Injury Mapping System (TIMS)

4. Project Area Deficiencies

This section summarizes some of the existing physical deficiencies leading to the operational and safety issues discussed in the prior section and references to current design standards in the current California Highway Design Manual (CA HDM 2020).

4.1 NORTHBOUND I-280 RAMP-INTERSECTION LAYOUT & CROSS-SECTION

The northbound off-ramp has two lanes, a left turn lane and a shared left-through-right lane. To the right of the off-ramp, a BART station wall is between 5 feet and 7.5 feet away from the curb. To the left of the off-ramp, there is a 5-foot level embankment that transitions into a steep slope down to meet the mainline freeway.

BART tunnels are assumed to run under the off ramp, with BART having a sub-surface easement reaching the middle of the off ramp. Height of cover between the ramp and the tunnels is assumed at minimum 20 feet according to BART standards, with variance along the length of the ramp.

Among the issues identified during this analysis, the existing design is inconsistent with current CA HDM standards for:

Lane & Shoulder Widths

- A** The existing ramp lanes meet the CA HDM boldface standard of 12 feet width (504.3(1)(b)). However, the right and left ramp shoulders are not marked and when accounting for a 12-foot-wide lane, the resulting differences in some sections fall below the typical ramp shoulder width of 4 feet on the left and 8 feet on the right (CA HDM 504.3(1)(c)).

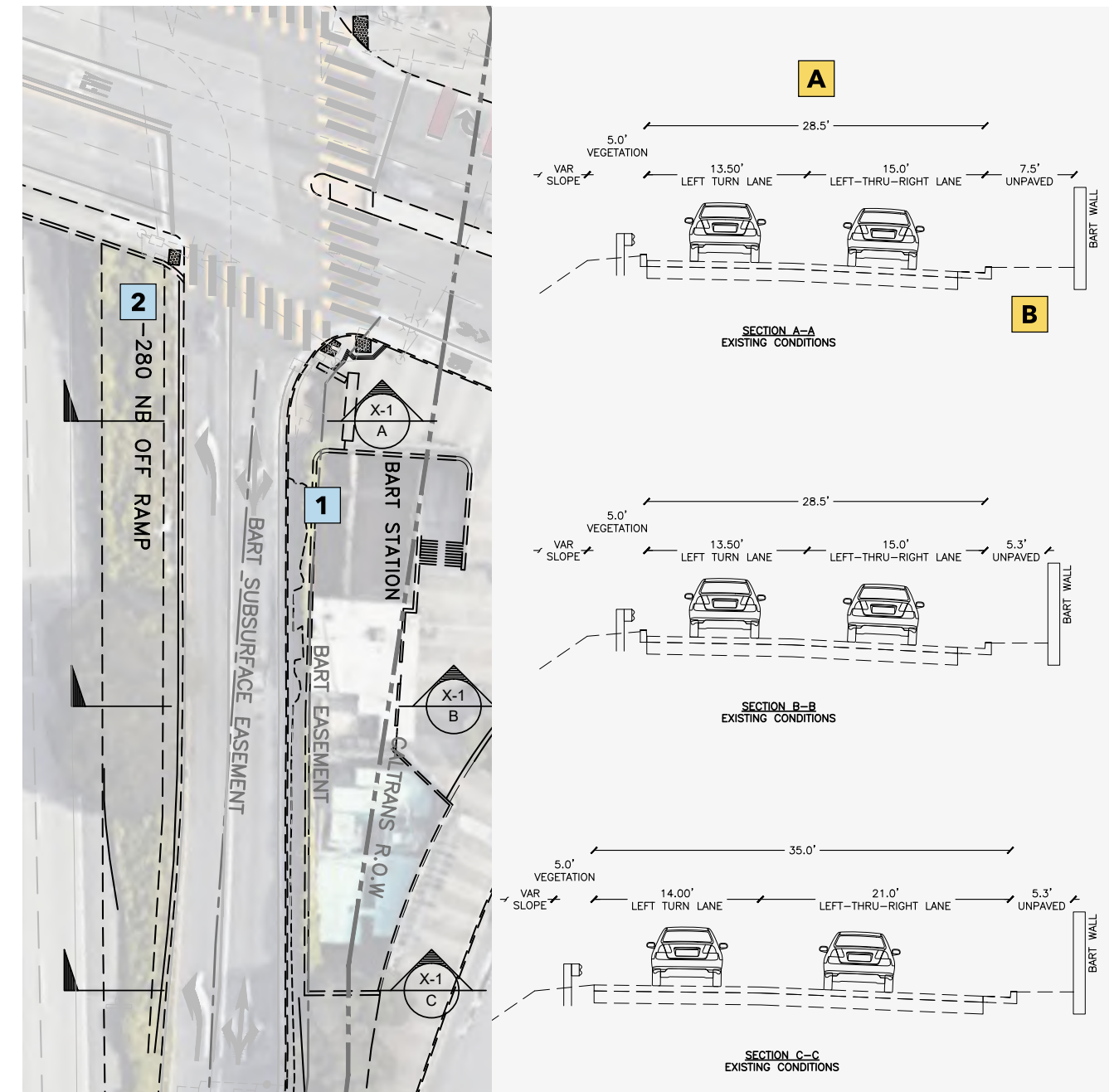
Curbs

- B** Curbs are generally discouraged at freeway ramps, with exceptions granted to provide separations from parallel local roads and to control drainage (504.3.(11)). The existing ramp curbs provide some protection from the crash barrier on the left and the BART station wall on the right.

Operational and behavioral issues associated with the existing design include:

- 1** The unpaved area between the curb and wall is regularly used by motorists dropping passengers off on the ramp.
- 2** The setback of the right lane at the Geneva Avenue approach combined with the bridge railing and overgrown ivy obstructs the visibility between eastbound vehicles and northbound right turning drivers, which reduces the efficiency of NB right turns on red. The SFCTA and SFMTA have reached out to Caltrans for landscape maintenance.

Figure 10. Existing Northbound I-280 Off-Ramp to Geneva Avenue Layout and Cross-Sections



Source: Parisi Transportation Consulting, 2022

4.2 NORTHBOUND I-280 MAINLINE-RAMP LAYOUT

The CA HDM recommends providing two-lane off-ramps when the estimated vehicle demand exceeds 1500 vehicles per hour (Section 504.3(6)). The existing northbound ramp vol is between 800 and 900 vehicles per hour (Figure 3), which suggests that there are design deficiencies and/or downstream impedances (e.g., congestion) that are resulting in the poor performance of the freeway ramp.

Among the issues identified during this analysis, the existing design does not meet the current CA HDM standards. Other ramps in San Francisco on I-280 similarly do not meet the current HDM standard due to the hilly terrain that results in compact designs like at Geneva Avenue.

Ramp Auxiliary Lanes

A According to CA HDM Section 504.3(6), two lane exits should be provided with an auxiliary lane approximately 1,300 feet long. The existing northbound I-280 / Geneva Avenue has no auxiliary lane (Figure 11). Instead, the ramp lanes transition directly into the I-280 northbound mainline lanes beneath the San Jose Avenue overcrossing where there are width and visibility constraints adjacent to the existing bridge abutment/wall.

As shown in Figure 12, CA HDM Figure 504.3K, the auxiliary lane allows for off-ramp queueing on a section parallel to the mainline highway. Drivers are afforded a distance to transition into the auxiliary lane if they wish to exit and traffic on the mainline lanes are able to recognize the queue and slow down to accommodate drivers making lane changes.

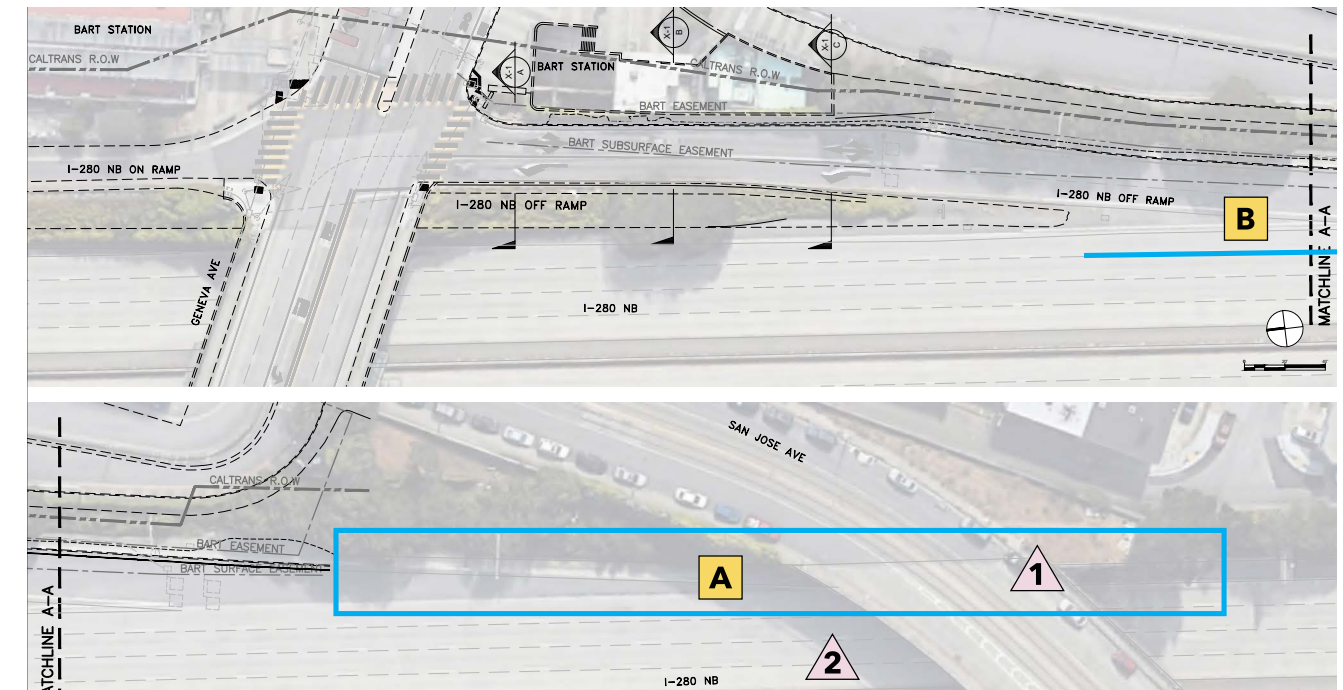
Under existing conditions without the auxiliary lane (Figure 11), the queue would extend directly into the mainline lanes and the likelihood of vehicle crashes would increase due to the abrupt change in vehicle speed and drivers needing to maneuver onto the ramp or away from the queue. The high share of rear-end crashes and sideswipe crashes in the ramp area appears to confirm this hypothesis (Section 3).

Ramp Diverge Length

B According to the CA HDM two-lane off-ramps should provide a paved gore section that is 270' long (Figure 12). The existing I-280 northbound off-ramp's paved gore section is shorter at approximately 180 feet long (Figure 11). Combined with the lack of an auxiliary lane, the short, paved gore section may also increase the likelihood of rear-end crashes and sideswipe crashes.

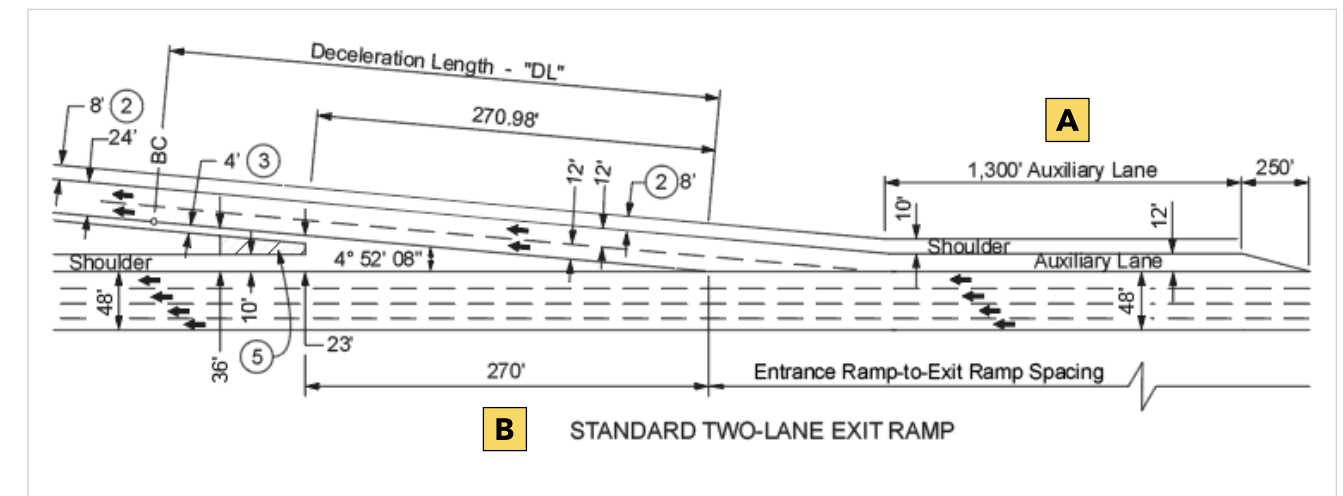
The existing physical constraints to adding an auxiliary lane and / or lengthening or widening the off-ramp are the retaining wall to the east (Figure 11, **A**), which contains the BART tunnel, and the highway barrier to the west (**B**). Narrowing the freeway lanes and shoulders to below the CA HDM standard of 12 feet and 8 feet wide, respectively, would be subject to Caltrans approval of a design exception but may increase the likelihood of sideswipe crashes and crashes into the freeway barrier.

Figure 11. Existing I-280 Northbound / Geneva Avenue Off-Ramp Layout



Source: Parisi Transportation Consulting, 2022

Figure 12. Standard Two-Lane Exit Ramp



Source: California Highway Design Manual (2020) Figure 504.3K.

4.3 RAMP INTERSECTION LAYOUT

The Geneva Avenue bridge was constructed in 1964 alongside the Ocean Avenue and San Jose Avenue bridges. The deck measures 150 feet long and 82 feet wide. Bridge as-built plans indicate existing electrical and water utility lines running along the north side of the bridge and electrical service running across the west side of the bridge (Figure 13).

The intersection striping plan (Figure 14) reflects changes to the intersection geometry made in the last several years.

- A** Prior to 2016, Geneva Avenue was configured with two lanes in each direction. A fifth lane was added in 2016 by restriping narrower lanes to create a dedicated westbound left turn lane onto the southbound I-280 on-ramp. The eastbound Geneva Avenue approach retained the shared through-left lane.
- B** The leftmost westbound Geneva Avenue west of San Jose Avenue leads directly into the left turn lane and tends to experience high traffic demand during commute peak hours.
- C** Striping updates on Geneva Avenue in 2016 included a shared bus-taxi only and vehicle right turn lane for westbound Geneva traffic onto the northbound on-ramp. Drivers making the westbound right turn frequently maneuver around Muni buses stopped at the curbside bus stop.
- D** A pedestrian median refuge across Geneva Avenue and upgraded curb ramps were constructed on all four corners of the northbound ramp intersection in 2016.
- E** Upgraded curb ramps at the southbound ramp intersection have not yet been constructed.
- F** There are marked shoulders but no dedicated bicycle facilities on the Geneva Avenue bridge. There are shared lane markings approaching the Geneva Avenue bridge but very few people were observed riding bicycles in the area.

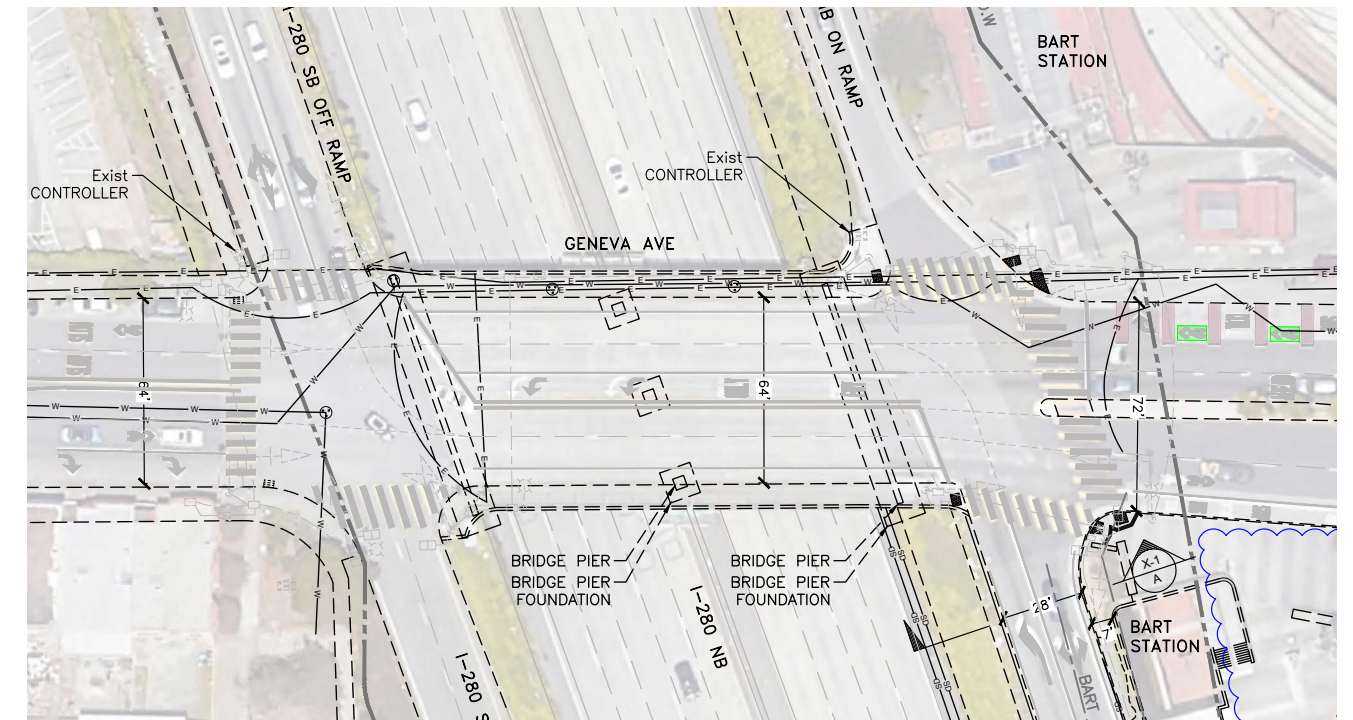
The distance between ramp intersections provides queuing space for between six and eight vehicles per lane. Queues on the bridge most typically occur for the westbound and eastbound left turn movements. When these queues extend back into the ramp intersection, they tend to obstruct left turns from the freeway ramp approaches; this situation can be mitigated by changes to the traffic signal phasing order (see next section 4.4).



Westbound queued vehicles block northbound off-ramp left turns.

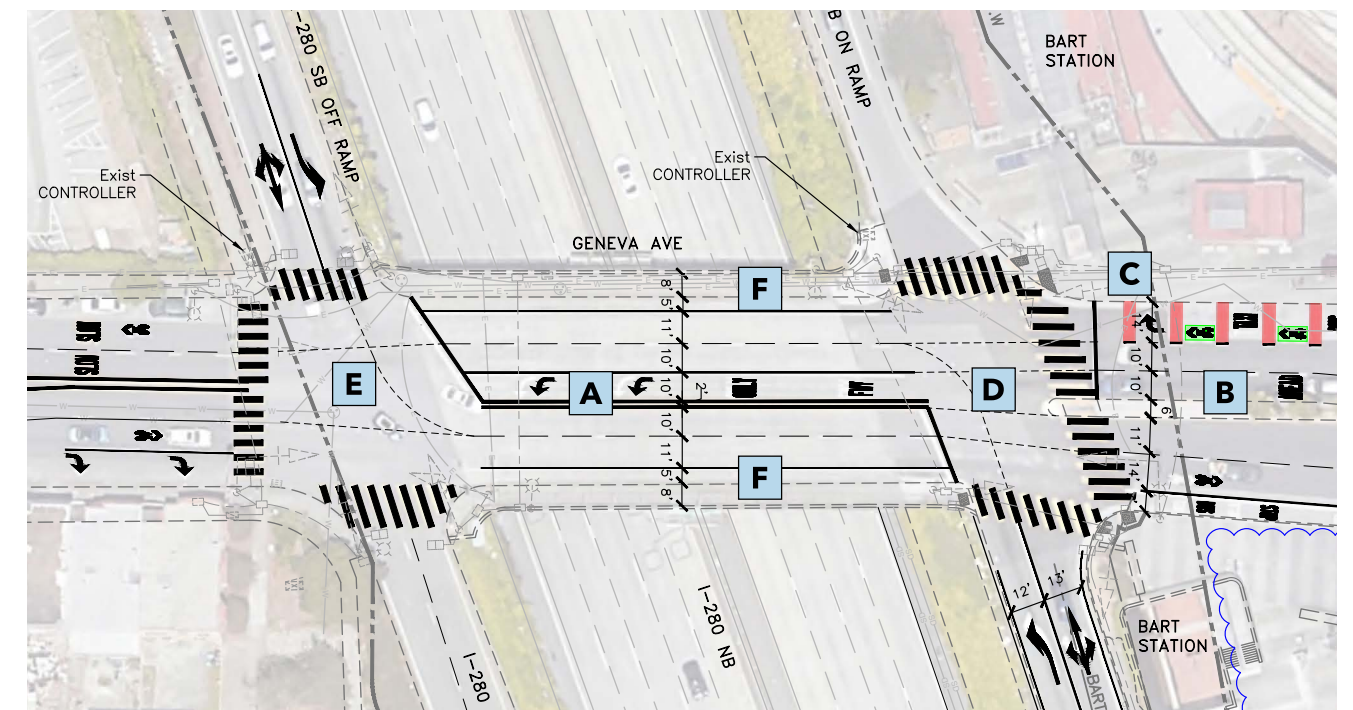
Source: SFCTA: 2021

Figure 13. Existing I-280 / Geneva Avenue Utility Plan



Source: Parisi Transportation Consulting, 2022; Caltrans as-built drawings

Figure 14. Existing I-280 / Geneva Avenue Pavement Delineation Plan



Source: Parisi Transportation Consulting, 2022

4.4 TRAFFIC SIGNAL SYSTEMS

Caltrans operates the existing traffic signal systems at the Geneva Avenue / northbound and southbound ramp intersections. Although they have two separate controllers, the signals are programmed to act as a cohesive system (i.e., the signals are coordinated). The nearby Geneva Avenue / San Jose Avenue intersection is operated by the SFMTA and uses a clock-based time offset to coordinate movements along Geneva Avenue.

The pedestrian signal equipment at the ramp intersections generally meets current design standards. Accessible pedestrian signals (APS) that include audible indicators and tactile push buttons were installed in 2022 at both intersections. The pedestrian signal heads are the standard countdown type.

However, there are several deficiencies at the ramp intersection signals that reduce the system efficiency. Areas where the signal systems fail to meet current design standards include:

A. Poor Signal Visibility

- A1** The left turn signals for westbound Geneva at the southbound ramp intersection and eastbound Geneva at the northbound ramp intersection should be upgraded to new, longer mast arm poles that would position one signal heads over the left turn lane.
- A2** The signals for eastbound Geneva at the southbound ramp intersection and westbound Geneva at the northbound ramp intersection should be upgraded from post-mounted poles to mast arm poles that would position at least one signal head in line with the approach lanes.
- A3** The signals for the I-280 off-ramp approaches should be upgraded to mast arm poles to provide better signal visibility due to the crest vertical curve at the intersection and obstructions by large vehicles.

B. Inadequate Lighting Coverage

Lighting coverage is a function of several factors that include luminaire position, mast arm length, height, and brightness.

- B1** The southbound ramp intersection appears to have adequate lighting coverage with luminaires on each of the four corners and across all three crosswalks.
- B2** The northbound ramp intersection appears to have inadequate lighting coverage with luminaires on only two of the corners and across one crosswalk.

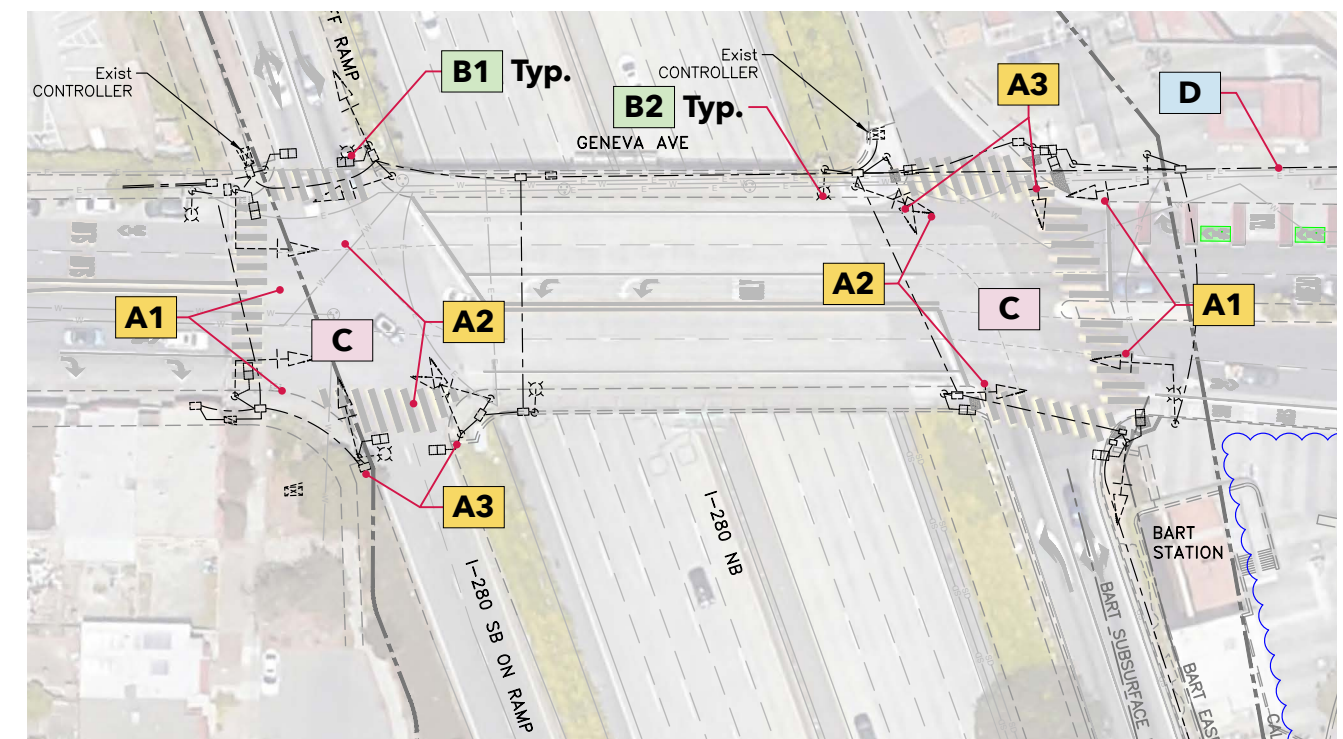
C. Lack of Vehicle Detection Equipment

- C** Both ramp intersection signals operate with pretimed signal timings (i.e., each approach receives a consistent length of green light every cycle), and the pedestrian signal phases are active every signal cycle (i.e., recall). The ramp intersection signal systems do not have active vehicle detection equipment, which are typically video cameras or inductive loops. Inductive loops in the northbound off-ramp lanes do not appear to be active. As such, the traffic signal is unable to reallocate signal time from low-demand movements to higher demand movements, resulting in some instances when there is no traffic passing through the intersection. The traffic demand on Geneva Avenue varies throughout the day and pretimed operations may result in system inefficiency.

D. Lack of Signal Controller Interconnect Equipment

- D** Modern signal controllers have the ability to modify their timings to account for traffic movements between multiple intersections and potential disruptions, e.g., LRT preemptions. A data connection, typically a wired or fiber-optic cable connection, allows for reliable communication, and will help coordinate signals, especially in instances of LRT preemption events. Maintenance responsibility for the interconnect equipment would be subject to a maintenance agreement between the SFMTA and Caltrans.

Figure 15. Existing I-280 / Geneva Avenue Traffic Signal System Plan



Source: Parisi Transportation Consulting, 2022

4.5 TRAFFIC SIGNAL OPERATIONS

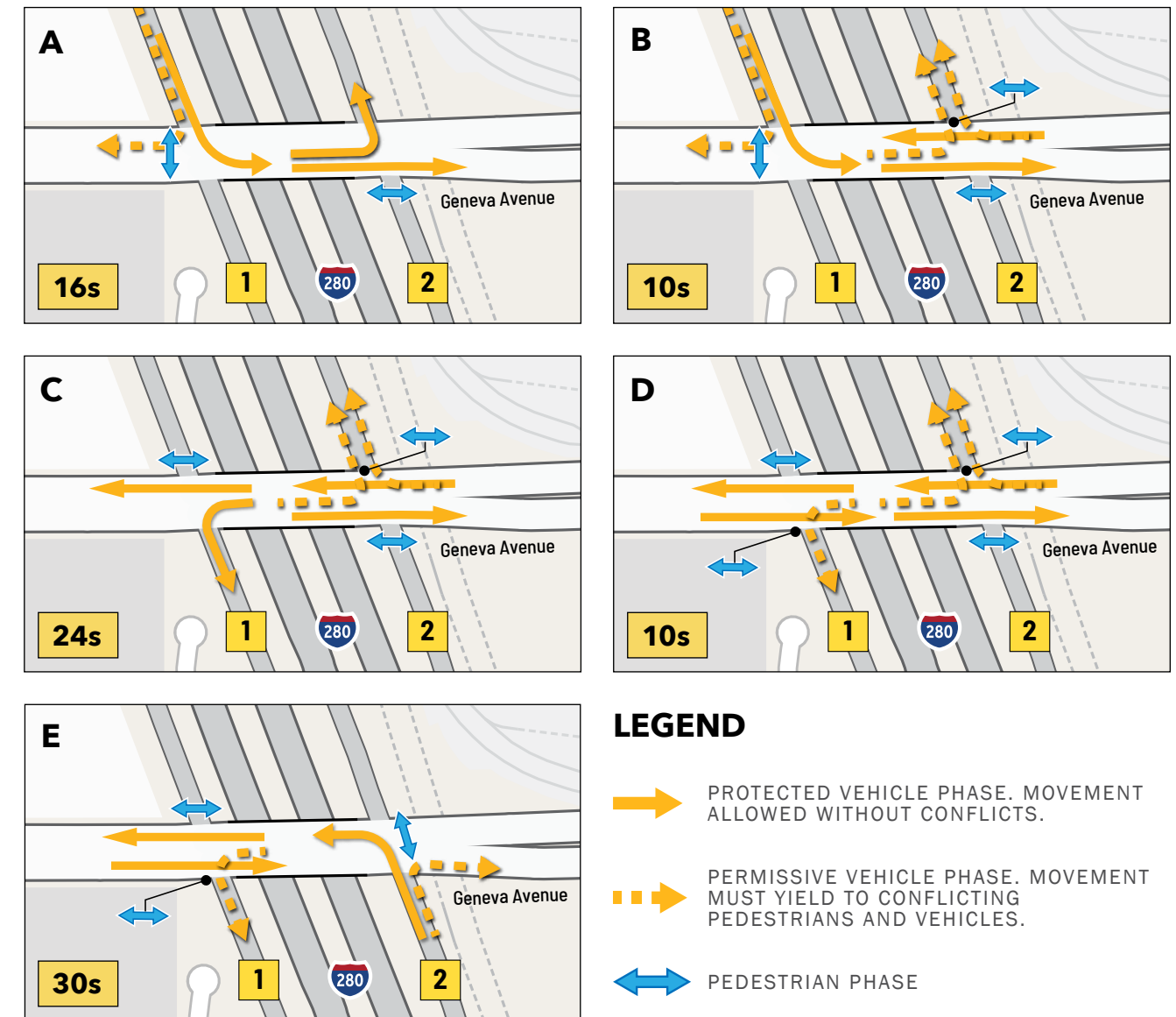
Prior to this study initiating in late 2021, the ramp intersection signals operated with one timing and phasing plan throughout the day. Caltrans has since implemented a modified signal phasing plan for the afternoon commute peak hour to address issues raised by this study. The following section contains a description of each plan and a discussion of the potential deficiencies and opportunities for improvement.

4.5.1 Existing AM, Midday and Off-Peak Signal Phasing Plan

This traffic signal phasing plan is currently in effect outside of the afternoon commute peak. Operational issues associated with this phasing and timing plan are noted in underline.

| PH. 1 SOUTHBOUND RAMP INTERSECTION | 2 NORTHBOUND RAMP INTERSECTION |
|---|---|
| A Off-ramp traffic gets the green phase | Eastbound left turn and through traffic gets the green phase. |
| B Off-ramp traffic continues | Eastbound left turn arrow terminates but is allowed as a permissive turn (green ball). Eastbound through traffic continues. Westbound through traffic gets the green phase. |
| C Westbound left turn and through traffic gets the green phase. | Eastbound and westbound through traffic continue. |
| D Westbound left turn arrow terminates but is allowed as a permissive turn (green ball). Westbound through traffic continues. Eastbound through traffic gets the green phase. <u>Westbound left turning traffic often enters on red and violate the pedestrian right of way.</u> | Eastbound and westbound through traffic continue. <u>This phase is too short to offer adequate progression for eastbound traffic to clear both intersections.</u> |
| E Eastbound and westbound through traffic continue. <u>Residual westbound left turn queues block traffic from the northbound ramp intersection.</u> | Off-ramp traffic gets the green phase. <u>Residual queues at the southbound ramp intersection block northbound left turns.</u> |

Figure 16. Non-PM Peak Phasing Plan



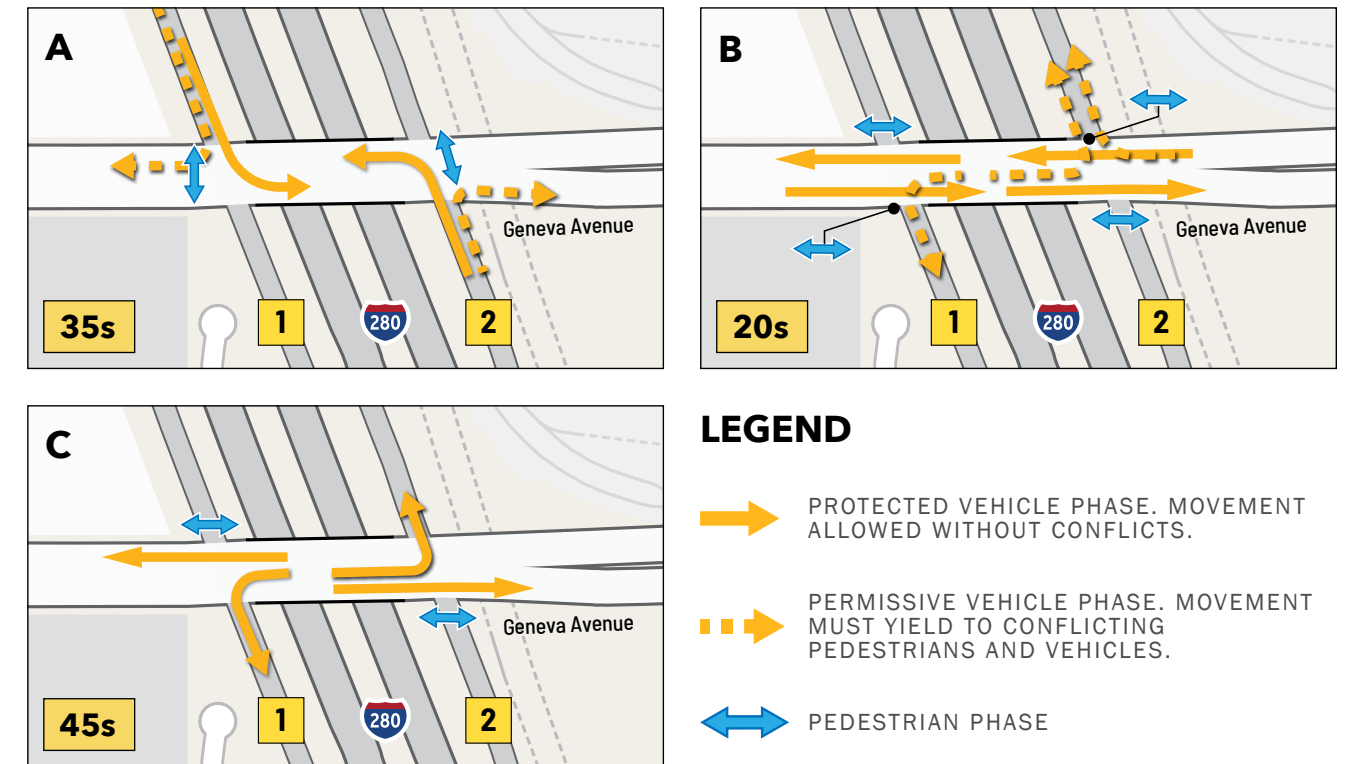
Map data from OpenStreetMap.

4.5.2 Existing PM Commute Peak Hour Signal Phasing Plan

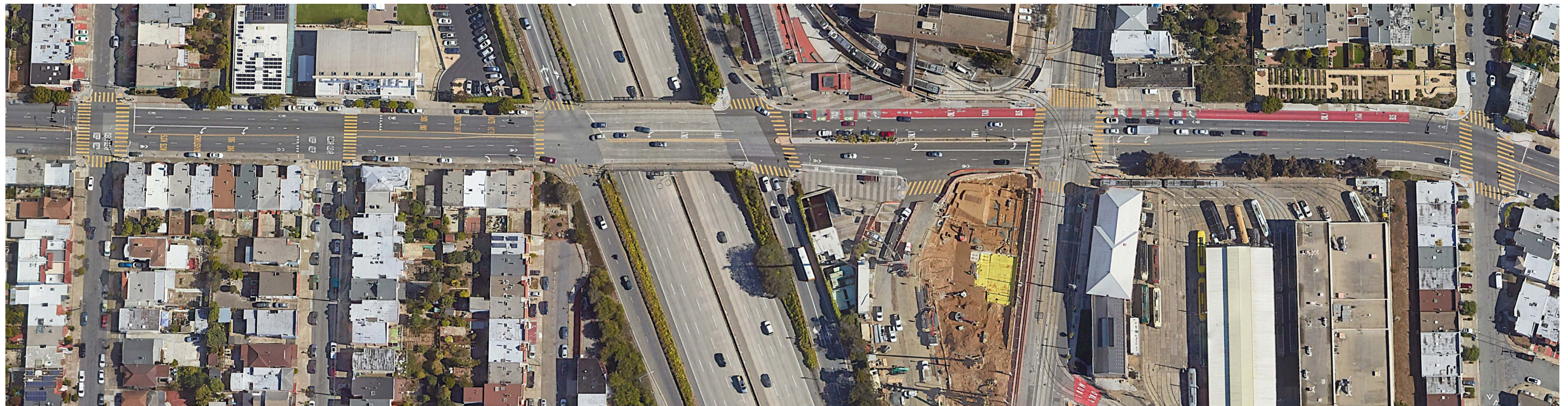
This traffic signal phasing plan was implemented by Caltrans during mid 2022 for the afternoon commute peak to address the intermodal conflict issues raised by this study (3.3). This phasing plan largely mitigates the issues identified for the non-PM peak signal phasing plan (4.5.1), as noted in underline. The project team, including Caltrans and SFMTA, implemented this phasing plan in August 2023 and took new traffic counts. Please see Appendix A for a post-implementation analysis. The new phasing plan improved pedestrian safety by changing a westbound leading left turn to a westbound lagging left turn to fix a pedestrian crossing conflict at the southbound on-ramp intersection.

| PH. 1 SOUTHBOUND RAMP INTERSECTION | 2 NORTHBOUND RAMP INTERSECTION |
|---|---|
| <p>A Off-ramp traffic gets the green phase. <u>Vehicles are able to queue in the empty lanes.</u></p> | <p>Off-ramp traffic gets the green phase. <u>Vehicles are able to queue in the empty lanes.</u></p> |
| <p>B Eastbound and westbound through traffic gets the green phase. Westbound left turns are allowed as a permissive turn (green ball). <u>Vehicles can clear both intersections.</u></p> | <p>Eastbound and westbound through traffic gets the green phase. Eastbound left turns are allowed as a permissive turn (green ball). <u>Vehicles can clear both NB off ramp and SB on ramp intersections.</u></p> |
| <p>C Westbound left turn and through traffic gets the green phase. <u>Queues between ramp intersections are cleared by the end of the signal phase.</u></p> | <p>Eastbound left turn and through traffic gets the green phase. <u>Queues between ramp intersections are cleared by the end of the signal phase.</u></p> |

Figure 17. PM Peak Phasing Plan.



Map data from OpenStreetMap.



Geneva Avenue From Howth Street To Delano Avenue.

Source: Google Earth

5. Potential Improvement Measures

The following section presents near- and mid-term concepts that would address the operational and physical deficiencies of the project study area.

5.1 NEAR-TERM ACTIONS / AREAS FOR FURTHER STUDY

Improvements undertaken by Caltrans since this study's inception are (1) modified signal timing to lagging left on westbound Geneva Ave turn operations during the PM commute peak and (2) an outstanding request for landscape maintenance at the southwest corner of the northbound off-ramp intersection.

Other potential near-term changes under consideration are listed below along with a summary of the concept benefits, tradeoffs, fulfillment of project goals, and status. Near-term actions could be implemented within two years.

5.1.1 Modify the Signal Phasing & Timing to Provide Lagging Left Turns During Other Parts of the Day

- 1. Benefits:** Improves pedestrian safety, reduces driver red light violations, and improves intersection operations.
- 2. Tradeoffs:** If the relative share of signal time remains equal for each phase, there should be marginal negative effect on traffic operations.
- 3. Goals supported:** Pedestrian and traffic safety, improved intersection operations.
- 4. Status:** The project team, including Caltrans and SFMTA, implemented this phasing plan in August 2023 and took new traffic counts. Please see Appendix A for a post-implementation analysis.

5.1.2 Program a Much Longer Signal Cycle Time

- 1. Benefits:** Benefits major street (e.g., Geneva Avenue) traffic progression across long blocks.
- 2. Tradeoffs:** Improved major street operations are typically at the expense of the minor-streets (e.g., I-280 off-ramps). Long cycle times tend to result in larger vehicle headways, i.e., lower vehicle density, later in the phase, which undermines some of the efficiencies gained with less lost time.¹
- 3. Goals supported:** Improved arterial traffic operations along Geneva Avenue for Muni bus service.
- 4. Status:** Under evaluation by SFCTA and SFMTA.

Inset A on this page presents the model forecast results based on the actions described in Sections 5.1.1 and 5.1.2.

NOTE: Section 5.4 discusses other near-term concepts that were evaluated but not recommended for further consideration due to their significant tradeoffs or conflicts with existing Transit-First and Vision Zero policies. These include:

1. Constructing a dual northbound right turn lane,
2. Removing the crosswalk across Geneva Avenue at the northbound ramp intersection,
3. Programming a dedicated pedestrian-only crossing phase, and
4. Modifying the LRT preemption to prioritize Geneva Avenue traffic.

¹ National Cooperative Highway Research Program (NCHRP, 2015) Signal Timing Manual, 2nd Edition. Section 5.2.4.

Table 4. Summary of additional performance metrics for the near-term concepts under evaluation.

| CRITERIA | CONCEPT | |
|--|--|---|
| | PROGRAM LAGGING LEFT TURN PHASE TO OTHER TIMES OF DAY | PROGRAM A LONGER SIGNAL CYCLE TIME |
| Conformance to design standards (CA HDM & CA MUTCD, SFMTA) | Conforms to standards. | Conforms to standards. |
| Impacts to Caltrans, BART and Muni facilities | Improved traffic progression and reduced queueing along Geneva Avenue. | Mild benefit to bus stops and delay on Geneva Ave. |
| Environmental, regulatory, and right of way impacts | No impacts. | No impacts. |
| Planning-level cost estimate | N/A – Part of agency operations. | N/A – Part of agency operations. |
| Construction feasibility and staging | No impacts. | No impacts. |
| Risks and issues / potential mitigation | Requires continued monitoring for traffic queues and delay. | Requires continued monitoring for traffic queues and delay. |

INSET A: FORECAST MODEL RESULTS, MODIFIED SIGNAL PHASING AND TIMING (5.1.1/5.1.2)

This section presents a comparison between peak hour traffic models created in SimTraffic 11 software (Trafficware). The existing conditions model reflects the Nov/Dec 2021 traffic counts and the existing traffic signal phasing and timing. The "Existing plus Project" model uses the same traffic counts, lagging left turn signal phasing as described above (5.1.1), and a signal cycle time (existing 90s, modified 95s). The existing and "Existing plus Project" SimTraffic models simulate individual vehicle movements across one continuous hour; the results of three model runs are averaged to produce vehicle delay and queuing results.

The SimTraffic model forecasts the following changes to AM and PM peak hour delay and queuing:

| DELAY | % CHANGE W/ PROJECT | | AVG QUEUE | % CHANGE W/ PROJECT | | 95%ILE QUEUE | % CHANGE W/ PROJECT | |
|-------------|---------------------|------|-------------|---------------------|------|--------------|---------------------|------|
| | AM | PM | | AM | PM | | AM | PM |
| 280 NB Ramp | 17% | -3% | 280 NB Ramp | 11% | -17% | 280 NB Ramp | 16% | -11% |
| 280 SB Ramp | -50% | -81% | 280 SB Ramp | -30% | -72% | 280 SB Ramp | -28% | -73% |
| EB Geneva | -13% | 29% | EB Geneva | -29% | 6% | EB Geneva | -22% | -12% |
| WB Geneva | -62% | -60% | WB Geneva | -40% | -31% | WB Geneva | -5% | -11% |
| Network Avg | -41% | -54% | | | | | | |

According to the model, nearly all approaches will experience less delay and shorter queues with the modified signal phasing and timing. On average, delay will decrease by between 40 and 55% and average queues will decrease by between 35 and 70%. The two exceptions are the I-280 Northbound ramp during the AM peak hour and eastbound Geneva Avenue during the PM peak hour.

5.2 MID-TERM PROJECT CONCEPT – SIGNAL SYSTEM UPGRADE

Mid-term actions could be implemented within the next 5 - 10 years. The existing traffic signal system at the I-280/Geneva Avenue ramp intersections should be upgraded to add overhead signal heads mounted on mast arm poles and vehicle detection equipment to adjust to vehicle demand. The redesigned signal may include elements of Intelligent Transportation Systems (ITS) that allow the signal controller to adjust the phase times to respond to traffic demand.

A preliminary geotechnical analysis indicates that the subsoils in the area are dense sand. A more detailed geotechnical analysis would need to be conducted to determine the potential interactions between new traffic signal pole foundations and existing slope and retaining walls.

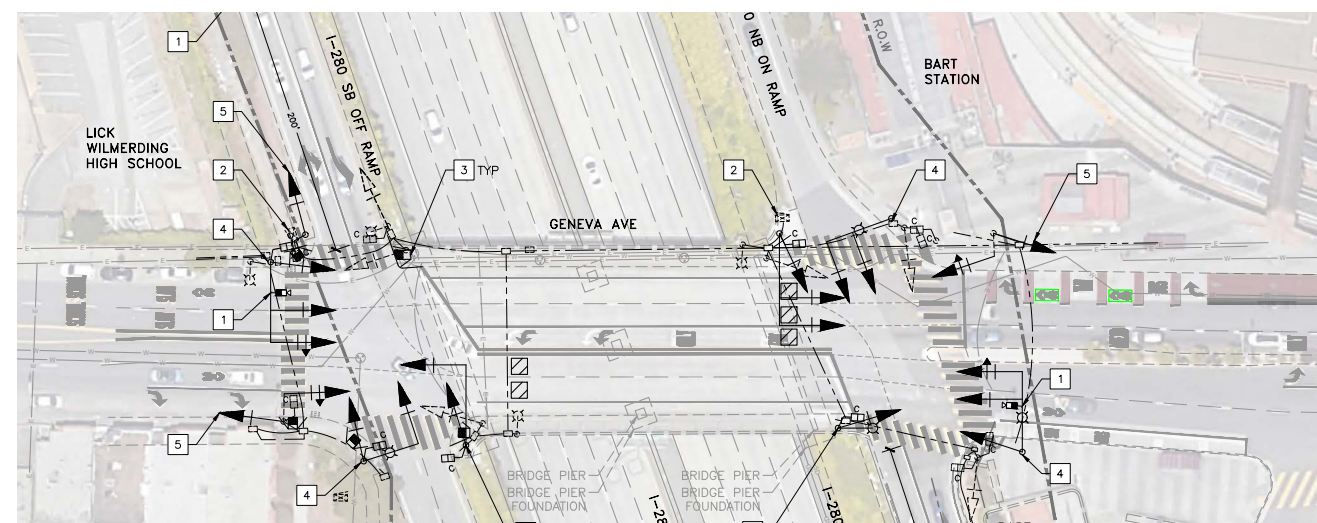
The list below summarizes the concept benefits, tradeoffs, fulfillment of project goals, and status.

1. **Benefits:** Improves visibility of traffic signals to drivers, improves nighttime lighting levels, and improves intersection operations by allowing actuated (i.e., demand responsive) signal operations.
2. **Tradeoffs:** Temporary adverse effects on operations during construction.
3. **Goals supported:** Pedestrian and driver safety, improved intersection operations, improved Muni transit operations.
4. **Status:** Requires initiating the project study report - project development support (PSR-PDS) project initiation document (PID) with Caltrans. The PSR-PDS is required by Caltrans to document the project purpose and need, scope, and schedule for the project. A detailed design process that produces plans, specifications, and cost estimates (PS&E) and finding funding would follow.

Additional considerations are summarized below.

| CRITERIA | TRAFFIC SIGNAL SYSTEM UPGRADE |
|--|--|
| Traffic analysis results | Lowered delay and improved operations with actuated signal operations. |
| Conformance to design standards (CA HDM & CA MUTCD, SFMTA) | Traffic signal upgrades will bring the traffic signal system into conformance with current design standards. |
| Impacts to Caltrans, BART and Muni facilities | Work will occur solely within Caltrans right of way. Work may need to be coordinated with BART to identify and mitigate potential impact to BART underground facilities. |
| Environmental, regulatory, and right of way impacts | Signal work that is not capacity inducing may be categorically exempt from CEQA. |
| Planning-level cost estimate | \$175K for project study (PSR/PDS). \$500K for design (PS&E). \$3.5 - 5 million for construction depending on the number of traffic signals and street lights to be upgraded at both ramp intersections. Construction estimate includes 30% contingency. |
| Construction feasibility and staging | Traffic signal work will require traffic lane closures on Geneva Avenue. Work may be limited to nighttime hours to minimize negative impacts to Muni. |
| Risks and issues / potential mitigation | Future pole foundations will need geotechnical evaluation due to existing slopes and bridge abutment walls. |

Figure 18. Improvement Concept, Upgrade Traffic Signal System
Solid arrows indicate new signal equipment.



Source: Parisi Transportation Consulting, 2022

Photo 1: Existing short mast-arm poles at Geneva Ave. / I-280 northbound Ramps. (Source: Parisi, 2022)



Photo 2: Example of signals on a mast-arm pole aligned to the vehicle lane. (Source: Parisi, 2022)



5.3 MID-TERM LANE QUEUE SPILLBACK STUDY

The project team is also considering a mid-term study focusing specifically on the lengthening/straightening of the off-ramp exit lane to provide additional storage capacity for vehicles exiting the I-280 northbound freeway. Lengthening/straightening the existing two-lane exit ramp would potentially reduce the frequency and severity of rear-end and sideswipe collisions in the project study area. The study can also examine how far south of Geneva Avenue to extend the exit lane, particularly with the San Jose Avenue Bridge as a pinch point. Lengthening/straightening can also be accomplished by using the shoulder and possibly be combined with narrowing the existing travel lanes on the mainline without affecting the existing highway barrier on the left and the retaining wall and BART tunnel to the right. Narrowing lanes would slow traffic speeds through the area, an identified crash factor. This proposal for non-standard travel lane and shoulder widths would be subject to a design exception from Caltrans headquarters.

The mid-term study can evaluate the potential to include dynamic highway ITS signage to manage speeds and notify motorists of queues ahead. The study can also address the mainline freeway's various design deficiencies resulting from the hilly terrain, inadequate width, and horizontal curves that limit sight distances. Another factor is the BART tunnel right-of-way and how it may affect the project. The findings from this study can help prepare the project for the Caltrans preliminary engineering and environmental phase. This step is necessary before the project can receive Caltrans approval to proceed to design and construction phases.

The list below summarizes the benefits, tradeoffs, fulfillment of project goals, and status.

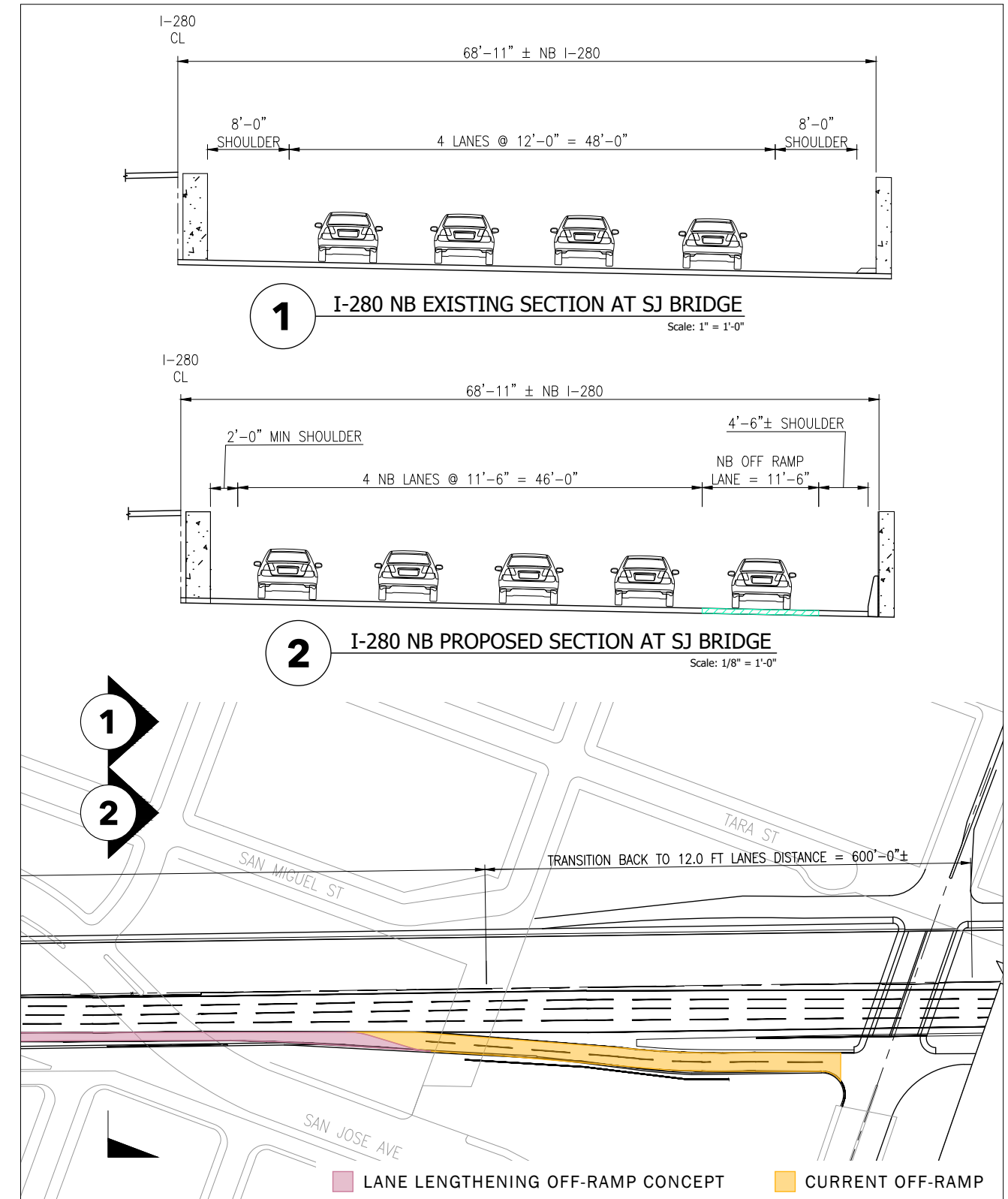
1. **Benefits:** Improves overall traffic safety / speed reduction and potentially reduces crash severity.
2. **Tradeoffs:** Potential increase in crashes associated with narrow traffic lanes, e.g., sideswipe crashes.
3. **Goals supported:** Traffic safety and improved operations.
4. **Status:** Requires initiating the PSR-PDS, PID, and Design Standard Decision Document (DSDD) with Caltrans. Requires identifying funding for the design and construction phase.

Additional considerations are summarized below.

| CRITERIA | LENGTHEN NORTHBOUND I-280 EXIT LANE |
|--|--|
| Traffic analysis results | Subject to further study during the PSR-PDS process. |
| Conformance to design standards (CA HDM & CA MUTCD, SFMTA) | Require additional analysis for two-lane exit ramp lengthening. Narrowing lane would not conform to CA HDM standards for freeway lane widths (504.3(1)(b)). |
| Impacts to Caltrans, BART and Muni facilities | Operational impacts to the highway and ramp during construction. No effect on BART and Muni facilities. |
| Environmental, regulatory, and right of way impacts | Lengthening lanes less than one mile long are listed as a project type not likely to lead to a measurable and substantial increase in vehicle miles traveled (VMT). ² |
| Planning-level cost estimate | \$150K for mid-term study. \$275K for PSR/PDS |
| Risks and issues / potential mitigation | Design may not be approved by Caltrans HQ for a design exception. Issue to be addressed during the PSR/PDS process. Challenges with proximity to BART Right-of-Way. |

² Office of Planning & Research, Technical Advisory on Evaluating Transportation Impacts in CEQA (Dec. 2018), 20-21.

Figure 19. Improvement Concept, Add an Auxiliary Lane to Northbound I-280 by Narrowing Lanes



Source: ConnectSF / MSA Design & Consulting, 2020.

5.4 CONCEPTS NOT RECOMMENDED FOR FURTHER CONSIDERATION

The list below summarizes project concepts raised during this study but that have significant tradeoffs or conflicts with existing plans and policies.

5.4.1 Construct a Dual Northbound Right Turn Lane

This proposal would allow right turns from the left and right lanes with the existing two-lane ramp or from the center and right lanes with a widened three lane northbound off-ramp (5.3.2). Drivers would be expected to yield if there are people in the crosswalk.

According to the CA HDM, "If there is a pedestrian crossing on the receiving leg of multiple right-turn-only lanes, the intersection should be controlled by a pedestrian signal head, or geometrically designed such that pedestrians cross only one turning lane at a time." (CA HDM 403.6). Although the crossing is controlled by a pedestrian signal, allowing right turns from two lanes is not recommended because this would create a multiple-threat situation without an exclusive pedestrian crossing phase

Current SFMTA direction does not allow dual right turns except in unique circumstances.

1. **Benefits:** Reduces northbound ramp delay and queues.
2. **Tradeoffs:** Worsens pedestrian safety.
3. **Goals supported:** Improved traffic operations from the northbound off-ramp.
4. **Status:** Not recommended for further study.

5.4.2 Remove The Crosswalk Across Geneva Avenue at the Northbound Ramp Intersection

This proposal would remove the marked crosswalk across Geneva Avenue at the NB off-ramp intersection. People walking would be directed to use the underground BART station to travel between the two sides of Geneva Avenue. Drivers would benefit from greater vehicle capacity during the northbound signal phase.

This proposal would increase the difficulty of crossing Geneva Avenue on foot for the benefit of drivers, which runs contrary to the City's Vision Zero and SFMTA Strategic Plan to increase the number of walking trips and build safer, better streets for people walking.

1. **Benefits:** Reduces northbound ramp delay and queues.
2. **Tradeoffs:** Worsens the pedestrian experience on Geneva Avenue. Increases the likelihood of people crossing on foot outside of a marked crosswalk.
3. **Goals supported:** Improved traffic operations from the northbound off-ramp.
4. **Status:** Not recommended for further study.

5.4.3 Program a Dedicated Pedestrian-Only Crossing Phase

1. **Benefits:** Improves pedestrian safety.
2. **Tradeoffs:** Increased (worsened) vehicle stops and delay. Evaluated and found to be unsuitable for the Geneva / San Jose intersection due to increased pedestrian delay, increased transit delay, and incompatibility with coordinated signal operations along Geneva Avenue.³

3. **Goals supported:** Pedestrian safety.
4. **Status:** Not recommended for further study.

5.4.4 Modify The LRT Preemption to Prioritize Geneva Avenue Traffic

This proposal would begin the LRT preemption event at the end of the eastbound and westbound Geneva Avenue signal phase, and then return to the eastbound and westbound Geneva signal phase. Geneva Avenue traffic, including Muni buses, would benefit from lower traffic delay. Traffic on San Jose Avenue, including Muni LRTs, would suffer from greater delay and increased queues.

1. **Benefits:** Reduces vehicle delay and queues along Geneva Avenue.
2. **Tradeoffs:** Increases vehicle delay and queues on San Jose Avenue. Worsens Muni LRT operations.
3. **Goals supported:** Improved traffic operations from the northbound off-ramp.
4. **Status:** Not recommended for further study.

5.5 TRAVEL DEMAND MANAGEMENT STRATEGIES

The list below summarizes management strategies to reduce vehicle demand at the Geneva Avenue ramp intersections.

5.5.1 Travel Demand Management at Major Vehicle Trip Generators

This proposal would implement travel demand management strategies at major trip generators in the study area, e.g., City College of San Francisco, Lick Wilmerding High School, and the Cow Palace, to reduce vehicle demand at peak times.

1. **Benefits:** Reduces vehicle demand during peak periods
2. **Tradeoffs:** Requires regular monitoring for to ensure effectiveness. Drivers may adjust their behavior to take advantage of the extra capacity.
3. **Goals supported:** Improved operations.
4. **Status:** May be included in travel demand management strategies when major trip generators are subject to revisions to their use permits.

5.5.2 Managed Drop-Off and Pick-Up Operations at BART and Muni Stations

This proposal would use traffic control officers or station area ambassadors to direct drivers to use designated drop-off and pick-up zones rather than curbside areas on the off-ramp and bus stop areas on Geneva Avenue.

1. **Benefits:** Improves Muni operations at curbside stops. Improves intersection operations.
2. **Tradeoffs:** Requires regular enforcement to ensure driver and passenger compliance.
3. **Goals supported:** Improved operations.
4. **Status:** May be incorporated into a Balboa Park Station area travel demand management strategy and operational plan.

³ SFMTA (2020) Geneva Avenue / San Jose Avenue Intersection Study, p. 17.

6. Preliminary Environmental Clearance Assessment

The table below lists the potential improvement measures presented in the prior chapter and a preliminary assessment of whether the concept is capacity-increasing project type likely to lead to an increase in VMT based on the CEQA checklist provided by Caltrans and the Governor’s Office of Planning and Research.⁴

| # | CONCEPT | LIKELY TO LEAD TO INCREASED VMT? |
|-------|---|--|
| 5.1.1 | Modify the signal phasing and timing to provide lagging left turns during other parts of the day. | Not likely – falls under category of “Timing of signals to optimize vehicle, bicycle, or pedestrian flow” (Caltrans, p. 13). |
| 5.2 | Signal system upgrade | Not likely – falls under category of “Rehabilitation, maintenance, replacement, safety, and repair projects designed to improve the condition of existing transportation assets (e.g., ...Transportation Management System field elements such as ...detection, or signals.” (Caltrans p. 13). |
| 5.3.1 | Lengthen NB 1-280 exit lane | Not likely – falls under category of “Addition of lane of less than one mile in length designed to improve roadway safety.” (Caltrans, p. 14). |

⁴ Caltrans (2020) Transportation Analysis under CEQA, First Edition.; Governor’s Office of Planning and Research (2018) Technical Advisory on Evaluating Transportation Impacts in CEQA.





7. Recommendations & Next Steps

The issues and improvement measures identified in this study are the first steps in a longer-term process for improving Geneva Avenue in the Balboa Park station area. The foreseeable next steps in this process are:

- Implementing the recommended near-term signal phasing improvements with the Caltrans District 4 signal operations group and SFMTA and analyzing the operational and safety changes. The project team implemented this recommendation. Please see Appendix A for post-implementation analysis.
- Pursuing the recommended mid-term traffic signal system modernization to replace the current aging system as it reaches the end of its life cycle. Coordinate with SFCTA Vision Zero study team, SFMTA, SPUC, and Caltrans for Geneva Ave ramp intersection improvements. Identifying and programming funding by partner agencies for PSR-PDS PID of mid-term project concept environmental approval.
- Pursue funding to scope freeway queue spillback solutions with Caltrans.
- Share findings with neighborhood, business, City, and agency stakeholders (e.g., BART and Caltrans) ahead of next steps for each capital or study recommendation.
- Identifying opportunities to incorporate improvements planned by other agencies (e.g., BART and the SFMTA).
- Collecting detailed topographic survey, utility, structural, and geotechnical data to facilitate preliminary and detailed design.

Potential funding sources for the traffic signal system modernization, roadway lighting improvements, and PSR-PDS PID process for the I-280 corridor include State Highway Operation and Protection Program (SHOPP), Prop L, SF Public Utilities Commission, SB 1 Local Partnership Program formula funds, and other federal, state, and local sources.



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**San Francisco
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APPENDIX A:

I-280 / Geneva Avenue Ramp Near-Term Signal Phasing and Timing Change Post Implementation Analysis

New Signal Phasing and Timing Plan and Implementation

The project team started with the goal of analyzing the NB I-280 Geneva Ave off-ramp traffic flow and ramp intersections traffic circulation in order to develop recommendations for future improvements. In the course of the project, the team decided to move forward with implementing the near-term recommendation. This new traffic signal phasing and timing change plan was developed collectively with SFMTA and Caltrans District 4 staff to enhance traffic circulation and fix a pedestrian crossing conflict requested by the public. This plan improved the storage capacity of the Geneva Ave bridge in order for it to clear vehicles often blocking the ramp intersections, and to receive more traffic flow from the northbound off-ramp left lane. It also increased the total cycle time and synchronized the timing of off-ramp movement which helps the northbound off-ramp right lane movement. The 2023 phasing plan was implemented for both commute peak and off-peak periods in August 2023. The project team also took traffic counts to compare results before and after implementation.

Between 2021 and 2023, the total traffic handled by the ramp intersections tended to decrease by between three and seven percent, or between 30 and 200 vehicles per peak hour. Traffic volumes along Geneva Avenue tended to go down for most movements, as did most of the I-280 southbound off-ramp movements. The I-280 northbound ramp was the sole approach where the traffic volumes consistently increased, by between three and 24 percent.

Counts of people walking and biking showed little change between 2021 and 2023. Most people walking along Geneva Avenue tended to traverse the south side of the street and cross Geneva Avenue at the northbound ramp, near the Balboa Park BART and Muni station. There were more people observed walking in the morning than the afternoon (AM peak hour, 80 - 100+ pedestrians; PM peak hour, 70 - 90 pedestrians). There were fewer than 10 people observed on bikes in both 2021 and 2023.

OPERATIONAL NOTES

The modified traffic signal phasing and timing plan implemented in 2023 yielded these operational benefits.

Improved signal progression through the ramp intersections. Under the previous phasing and timing plan, some vehicles failed to clear (i.e., enter and exit) the second ramp intersection. The westbound Geneva Avenue left turn queue regularly blocked the subsequent northbound ramp left turn movement. With the 2023 modified phasing and timing, vehicles approaching from Geneva Avenue and the ramp intersections can clear both ramp intersections in a single signal cycle; the westbound Geneva Avenue left turn queue is cleared prior to the northbound ramp left turn.

Pedestrian and vehicle safety improvements. The lagging left turn phasing eliminated instances of Geneva Avenue vehicle left turn red light running and reduced instances of drivers turning left to the southbound on-ramp in conflict with people walking in the crosswalk.

VEHICLE FLOW RATE COMPARISON

The 2023 signal phasing and timing plan during the AM and PM peak hours changed the signal timing in the following ways:

- Reduced the protected eastbound and westbound Geneva Avenue left turn green time
- Kept equal or increased the Geneva Avenue through movement green time
- Increased the southbound ramp movement green time
- Kept equal the northbound ramp movement green time
- Increased the total cycle time from 90 seconds to 95 seconds.

FINDINGS

As indicated in Table 1, the traffic signal and phasing changes implemented by the project team were successful in improving the capacity of the I-280 northbound off-ramp. The vehicle flow rate, i.e., the vehicles serviced per second of phase time, increased for the northbound off-ramp movements. During the AM Peak Hour, the northbound off ramp left lane flow rate (vehicles/second) improved from 0.25 to 0.34, a 36% increase in flow and the right lane flow rate improved from 0.27 to 0.30, an 11% increase. During the PM Peak Hour, the northbound off ramp left lane flow rate (vehicles/second) improved from 0.23 to 0.28, a 22% increase in flow and the right lane flow rate improved from 0.29 to 0.35, a 21% increase. These results suggest that the project was successful in partially satisfying the goals and objectives of study, which were to improve:

1. Traffic operations and efficiency, including increasing off-ramp capacity (emphasis added).
2. Traffic safety, including reducing collisions at I-280 mainline.
3. Improving pedestrian safety at the ramp intersections.

The traffic flow also improved for Geneva Avenue westbound left turn onto I-280, and eastbound left turns onto I-280. These critical movements were also the movements observed experiencing safety issues related to red light running, queue spillback into the adjacent ramp intersection, and pedestrian conflicts. The potential drawback suggested by the traffic count sample is a decrease in the eastbound Geneva Ave overall vehicle traffic capacity of the ramp intersections.

NEXT STEPS

Based on the findings of this post-project assessment, signal operations and safety can be further improved with the following actions:

- Work with the SFMTA and Caltrans to install signal detection technology to allow actuated, i.e., demand-responsive, signal operations.
- Work with the SFMTA and Caltrans to secure funding for an overall traffic signal system upgrade.

Table 1. 2021 – 2023 Traffic Flowrate Comparison

| I-280 NB OFF-RAMP / GENEVA AVENUE | | | |
|-----------------------------------|-------------------|------------|----------------|
| NB OFF-RAMP TRAFFIC MOVEMENT | FLOW RATE (VEH/S) | | |
| | DEC 1 2021 | NOV 8 2023 | PERCENT CHANGE |
| AM Peak Hour (7:45 AM) | | | |
| Northbound Left Lane | 0.25 | 0.34 | 36% |
| Northbound Right Lane | 0.27 | 0.30 | 11% |
| PM Peak Hour (4:45 PM) | | | |
| Northbound Left Lane | 0.23 | 0.28 | 22% |
| Northbound Right Lane | 0.29 | 0.35 | 21% |

1. NB - Northbound

Dec. 1/2, 2021 – 90s cycle = 40 cycles / peak hour

Nov. 8, 2023 – 95s cycle = 38 cycles / peak hour



RESOLUTION APPROVING THE I-280 NORTHBOUND GENEVA AVENUE OFF-RAMP
FEASIBILITY STUDY

WHEREAS, In June 2021, the Transportation Authority allocated \$250,000 in Prop K half-cent sales tax funds for the I-280 Northbound Geneva Avenue Off-Ramp Feasibility Study planning project at the request of Commissioner Ahsha Safai; and

WHEREAS, The I-280 Northbound Geneva Avenue Off-Ramp Feasibility Study planning project (Study) sought to analyze traffic congestion at the I-280 northbound Geneva Avenue off-ramp, coordinate with other agencies, and develop recommendations with a focus on improvements to the off-ramp to reduce vehicle collisions and improve safety for pedestrians and vehicles in this busy multi-modal node, without negatively impacting BART and Muni facilities; and

WHEREAS, The Transportation Authority led the Study and developed recommendations in consultation with the San Francisco Municipal Transportation Agency (SFMTA) and Caltrans; and

WHEREAS, The Study includes analyses of the northbound off-ramp's traffic circulation, traffic signal system, crash records, multimodal conflicts, and identifies off-ramp layout opportunities and constraints; and

WHEREAS, The Transportation Authority project team, working with Caltrans and SFMTA, identified and implemented near-term recommendation to modify the traffic signal phasing and timing improvements at the ramp intersections to improve traffic flow at the off-ramp, reduce overall congestion, and address a pedestrian crossing conflict at the I-280 southbound on-ramp; and

WHEREAS, The aforementioned signal timing changes were piloted with good initial results and will continue to be refined by Caltrans and SFMTA; and

WHEREAS, The final report also identifies two additional mid-term recommendations. The first mid-term recommendation focuses on upgrading signals which could include developing pedestrian safety and lighting measures. The second



mid-term recommendation is to initiate a queue spillback study to improve safety of the off-ramp and I-280 mainline freeway which would explore the feasibility of lengthening/straightening of the off-ramp exit lane to improve visibility for approaching motorists and using motorist information systems solutions such as advance warning signage notifications; and

WHEREAS, Recommended next steps for the Study also include sharing findings with neighborhood, business, and agency stakeholders (e.g. BART, Caltrans, SFMTA, San Francisco Public Utilities Commission) ahead of advancing next steps for each capital or study recommendations and working with partners to identify and secure funding for next steps that can leverage \$500,000 in Prop L sales tax funds that the Transportation Authority has programmed for recommendations stemming from this Study; and now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts the attached I-280 Northbound Geneva Avenue Off-Ramp Feasibility Study.

Attachment:

1. I-280 Northbound Geneva Avenue Off-Ramp Feasibility Study

Transit Recovery and Fiscal Cliff



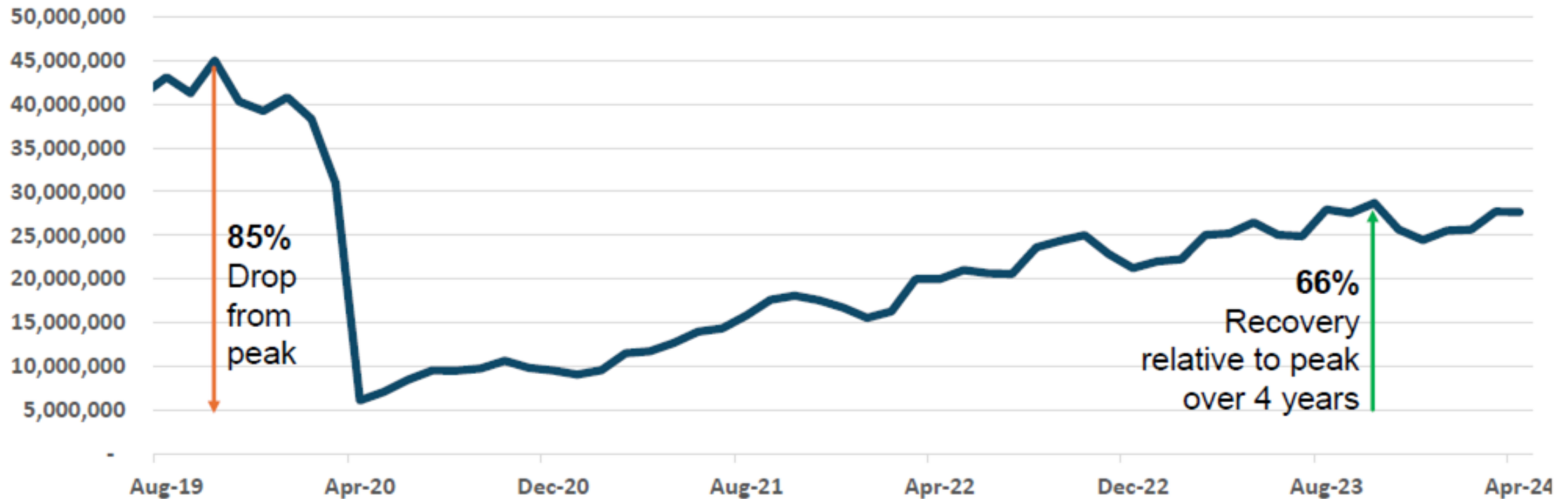
San Francisco
County Transportation
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Board of Commissioners — Agenda Item 9
September 24, 2024

Transit Recovery

Transit ridership has been steadily increasing across the region

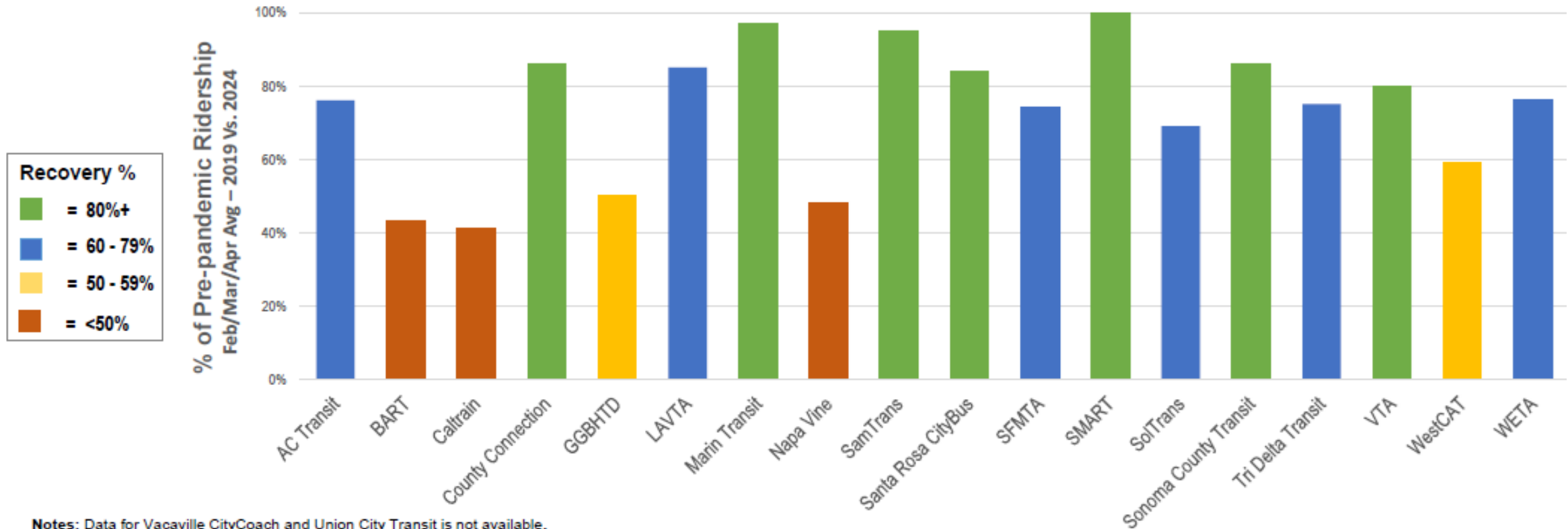
Total Monthly Bay Area Transit Ridership



Source: MTC Transportation Revenue Measure Select Committee June 24, 2024 Presentation. Data for Vacaville CityCoach and Union City Transit is not available. Data from National Transit Database.

Transit Recovery

Recovery for operators varies in terms of ridership

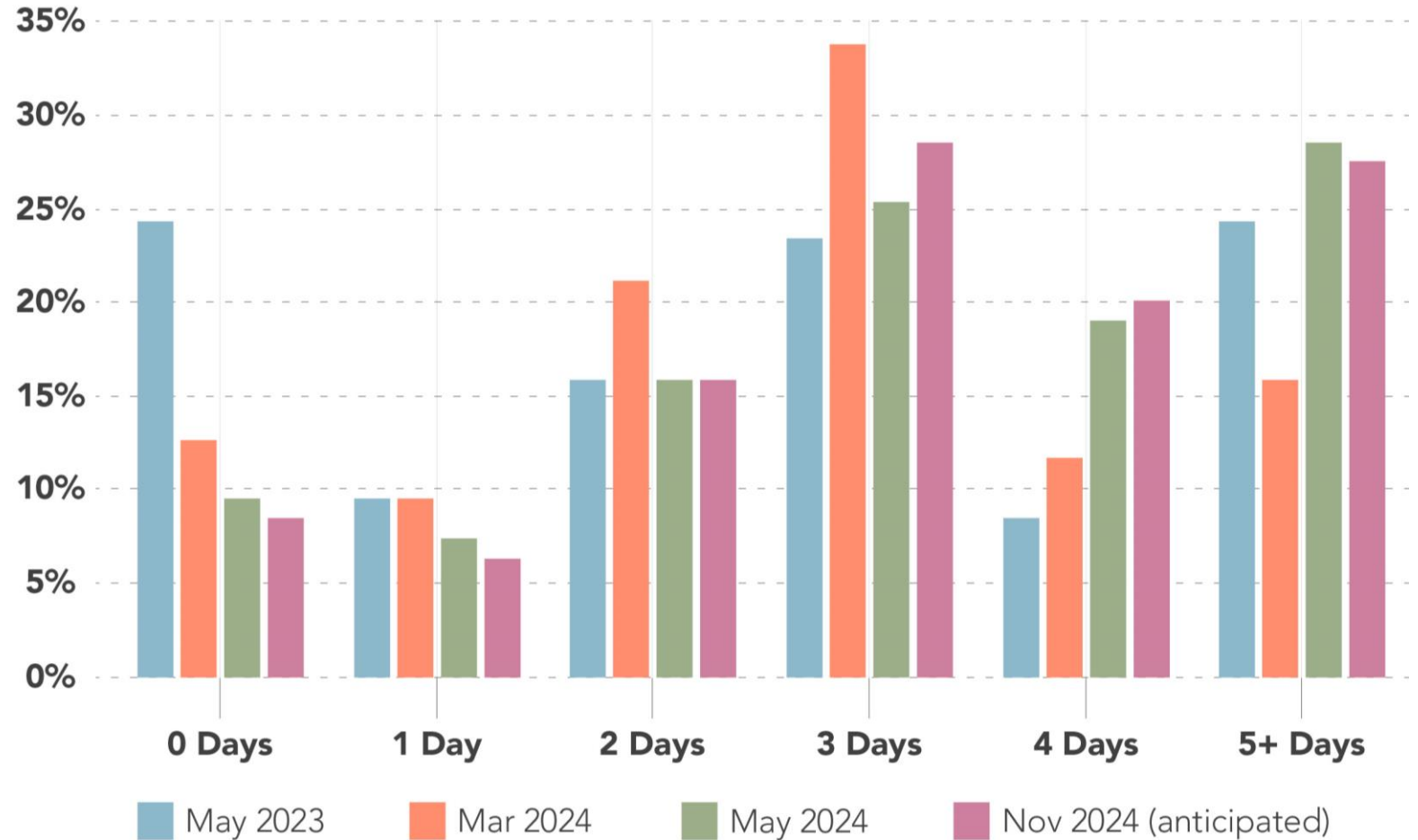


Notes: Data for Vacaville CityCoach and Union City Transit is not available.
 Source: National Transit Database.

Historic Shift in Travel Patterns

Work from home has significantly impacted travel behavior and transit ridership

What is your best estimate of the frequency your Bay Area workforce comes to the workplace each week?



Source: MTC and Bay Area Council Return to Office Survey

Transit Operator Shortfalls

Some large transit operators are facing a fiscal cliff in two years, which could impact services. New revenue solutions will be needed for long-term sustainability.

| FISCAL YEAR | OPERATING SHORTFALLS (\$ MILLIONS) | | |
|-------------|------------------------------------|----------|-------------|
| | BART | CALTRAIN | SFMTA |
| 2024/25 | 0 | 0 | 0 |
| 2025/26 | (35) | (36) | 0 |
| 2026/27 | (385) | (45) | (239 - 322) |
| 2027/28 | (377) | (61) | (249 - 280) |
| 2028/29 | (355) | (77) | TBD |

Source: SFMTA July 23, 2024 5-Year Financial Forecast presentation to SFCTA Board, Caltrain State and Federal Legislative Update JPB May 2024 Presentation, BART Fiscal Year 2025 and Fiscal Year 2026 Two-Year Budget Public Hearing May 23 2024 Presentation



We can't achieve San Francisco's and the region's goals without transit.

Climate, Equity, Economic Vitality



Transit Operator Updates

BART, SFMTA and Caltrain will present on how they are responding to pandemic-induced changes in travel

- Financial outlooks
- Efforts to grow ridership
- Operational efficiencies and cost reductions
- Potential new revenues (local, regional, state and federal)



Regional Transportation Revenue Measure

MTC is convening a new Select Committee to build consensus for a regional transportation revenue measure

SELECT COMMITTEE MEETING SCHEDULE

| NO. | DATE | TOPIC |
|-----|--------|--|
| 1 | Jun 24 | Confronting the Challenge |
| 2 | Jul 29 | Understanding the Math and Polls |
| 3 | Aug 26 | Constructing the Path(s) Forward |
| 4 | Sep 23 | Confronting the Tradeoffs |
| 5 | Oct 21 | Approve Framework for a Transportation Measure |



BART's Outlook

San Francisco County Transportation Authority Board

September 24, 2024

Item 9

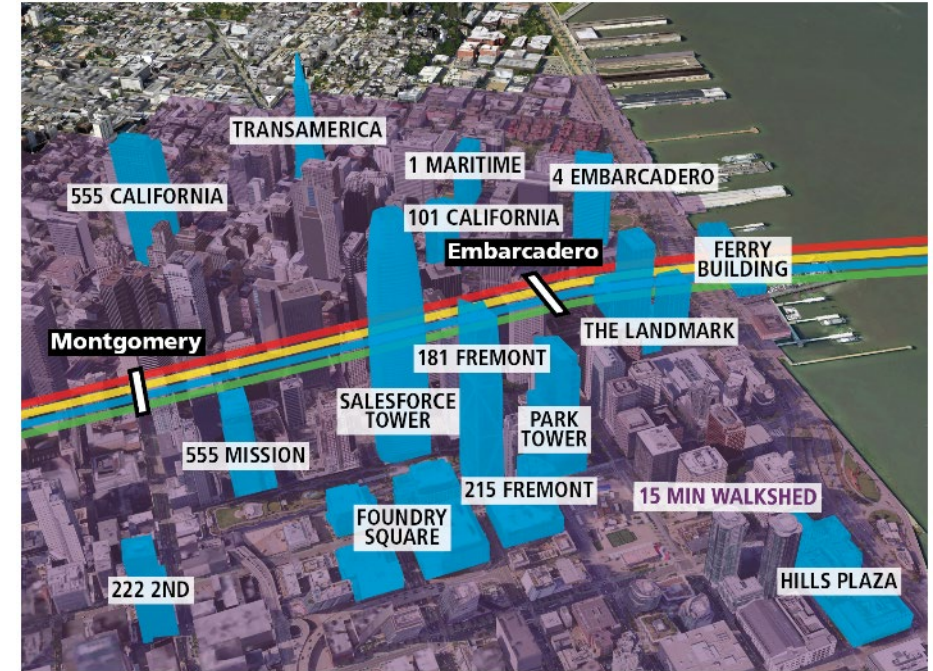
BART – Backbone of the Bay Area

- Five counties, five lines of service, 50 stations
- Connects over 20 transit systems, with 300+ unique connecting routes
- Links to SFO and OAK international airports plus two Amtrak lines
- Nearly 90% of transit transfers in the region using Clipper involve a trip on BART
- 70% of BART trips start or end in SF
- Frequent, reliable, and affordable transit service - key to an equitable, mobile, and sustainable Bay Area



BART is Critical to the Regional Economy and Downtown Recovery

- Proximity to BART is a must-have for SF's downtown office market:
 - The top 15 buildings with highest rents and lowest vacancies are within a 15-minute walk from BART
- 21% of the region's jobs are within a 15-minute walk of a BART station

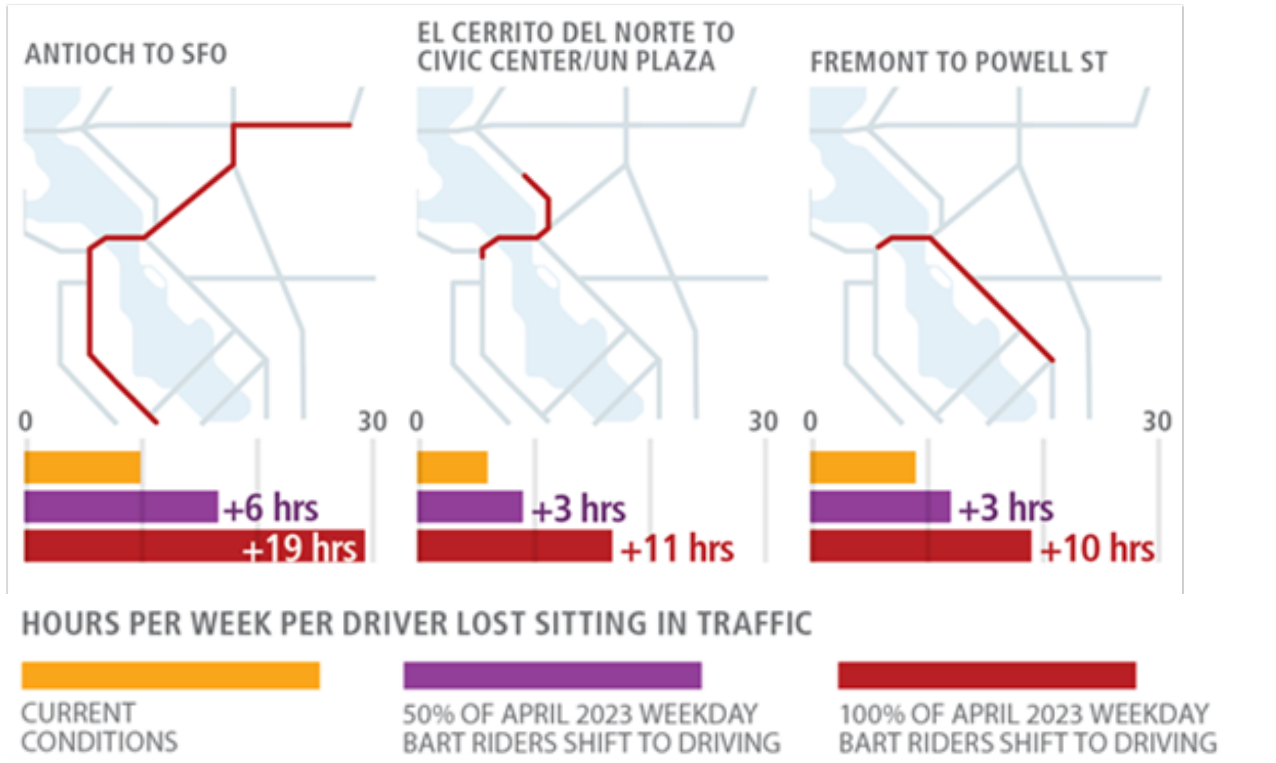


“Because we’re located at a transit hub, we can recruit from the East Bay, the South Bay, the Peninsula, and the city all at once... It gives you the broadest recruiting reach.”

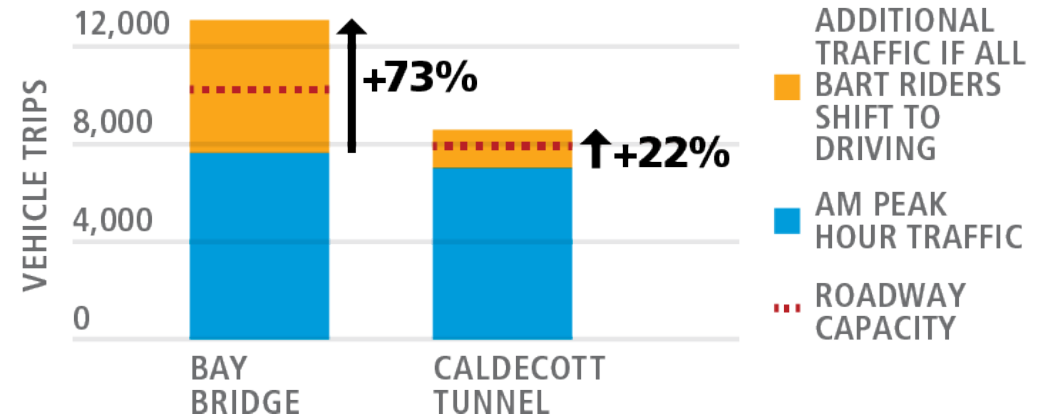
- Raja Singh, founder of Revolear, a startup in Downtown SF

BART Helps Keep Cars Off The Road - Without BART Congestion Would Get a Lot Worse

WEEKLY HOURS LOST TO CONGESTION FOR DRIVERS: WITH AND WITHOUT BART

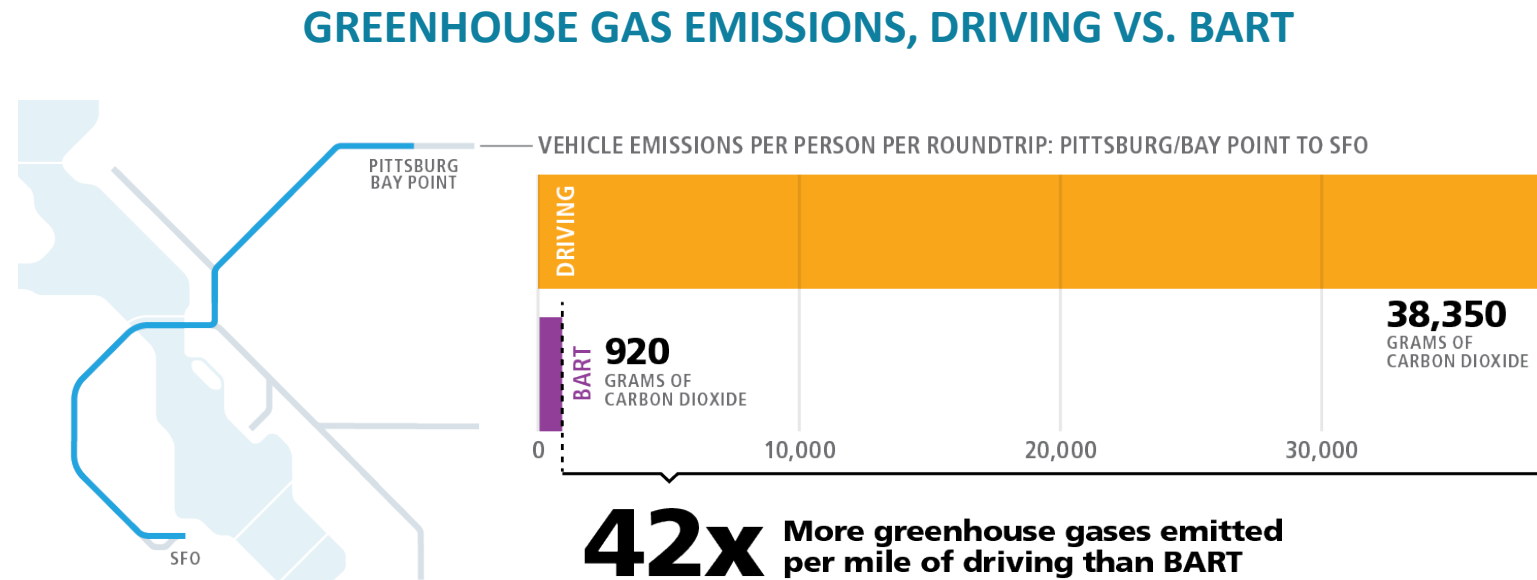


TRAFFIC WITHOUT BART



BART Helps Meet Regional and State Climate Goals

- Transportation accounts for 38% of the state's greenhouse gas emissions
- BART represented 25% of statewide transit passenger miles pre-pandemic, underscoring the scale of BART's role in reducing emissions
- Emissions per passenger mile for BART are minimal compared to driving

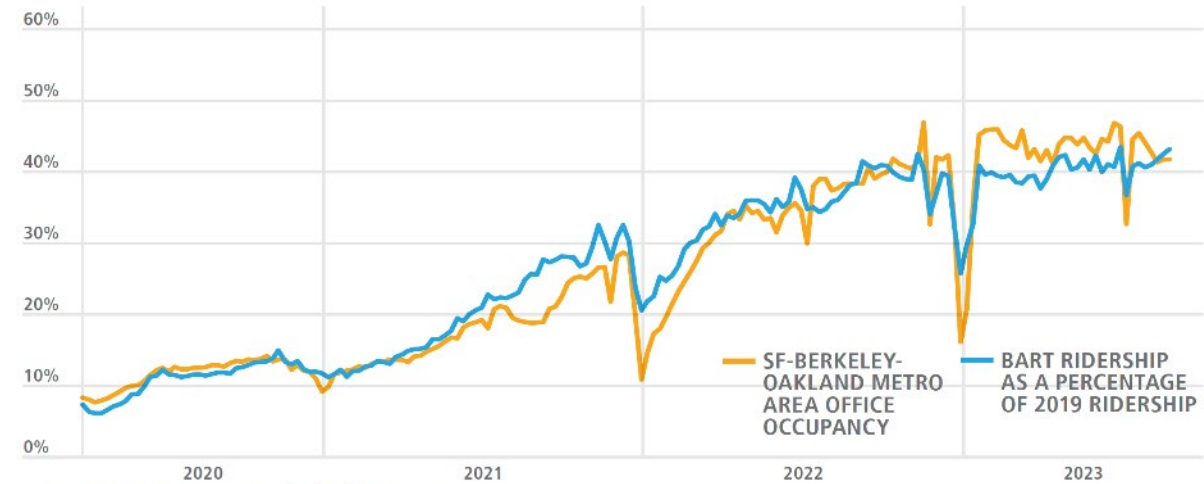


What is BART's Current Status?

Remote Work Has Fundamentally Reoriented People's Ways Of Life, Including Their Travel

- BART ridership trends closely to office occupancy rates
- Unique individual riders have returned, but they are riding less frequently
- Work trips make up a smaller share of BART trips, and riders are using the system more for non-work trips

BAY AREA RETURN TO OFFICE RATES



CHANGE IN BART RIDERSHIP



72%

OF OCTOBER 2019
RIDERS HAVE
RETURNED TO BART
AS OF OCTOBER 2023

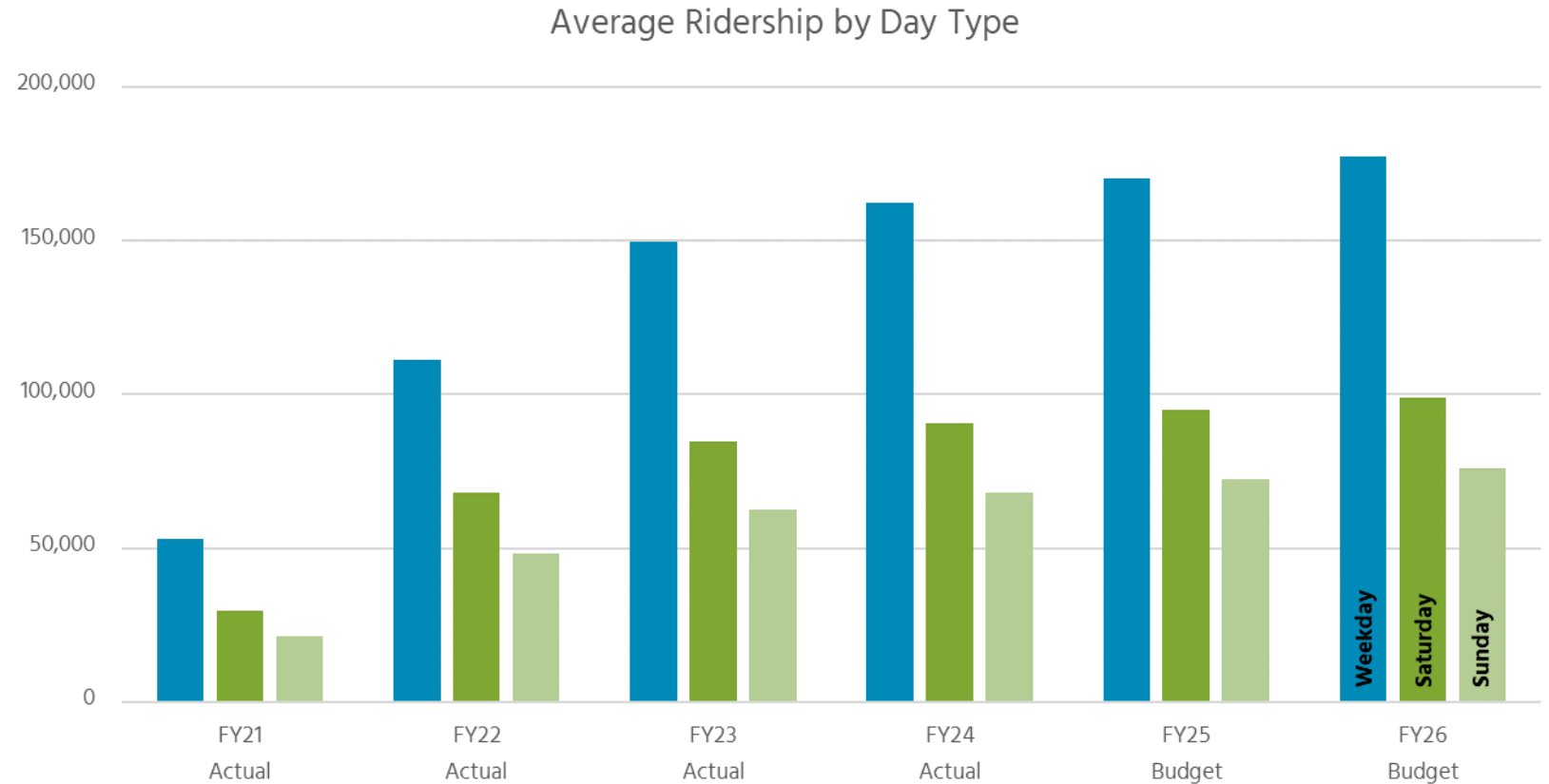


43%

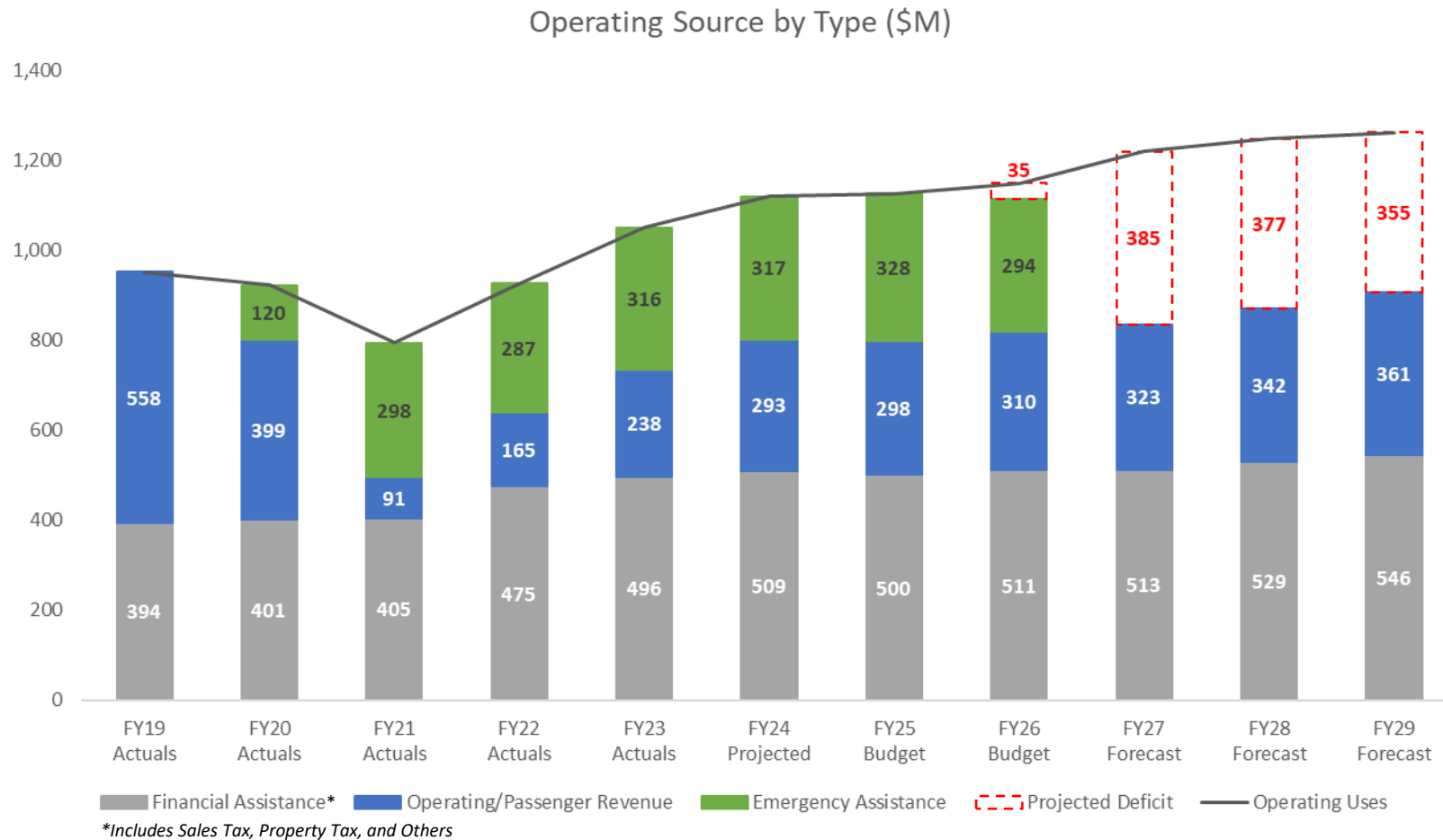
OF OCTOBER 2019
TRIPS HAVE
RETURNED TO BART
AS OF OCTOBER 2023

BART Ridership

- Ridership stabilizing at about 43% + of pre-pandemic levels
- Return-to-office flat
- Special events draw large crowds
- About 400K transfers per month between BART and Muni (82% of Muni's inter-agency transfers and 45% of BART's)



BART Operating Outlook



- Pre-pandemic, passenger fares funded over 60% of operating cost
- Currently, passenger fares funds 22% of operating cost

So What is BART Doing to Solve its Operating Shortfalls?

Growing and Retaining Ridership

Aligning service with rider demand

- Increasing weekend and evening service, shortening least crowded trains; \$9M in annual savings
- Eliminating missed runs and reducing train delays; increasing passenger on time

Improving rider safety & security

- New, more secure faregates system-wide by 2025
 - SFCTA – critical partner, \$15.3M contribution enabling BART to deliver program on an expedited timeline
 - Civic Center – complete; 24th St – underway
 - 16th St, Powell, Montgomery – to begin by Oct 2024
- Amplifying BART presence in system
 - Deploying Ambassadors and Crisis Intervention Specialists to connect people with support services
 - Doubling sworn officers on trains in SF/core service area



Growing and Retaining Ridership

Implementing Safe & Clean Action Plan

- Increasing station scrub screws and doubling rate of deep cleaning train cars
- Continuously staffing restrooms and elevators at our busiest stations

Reinvesting in the system

- All new cars systemwide; Phase 1 \$400M under budget
- Rolling out new infrastructure systemwide – cars, rail, escalators, elevators, and more

Investing in Regional Coordination

- Co-leading fare integration with MTC: Clipper BayPass; regional transfer policy; Clipper START
- Weekly GM meetings on rider experience & funding



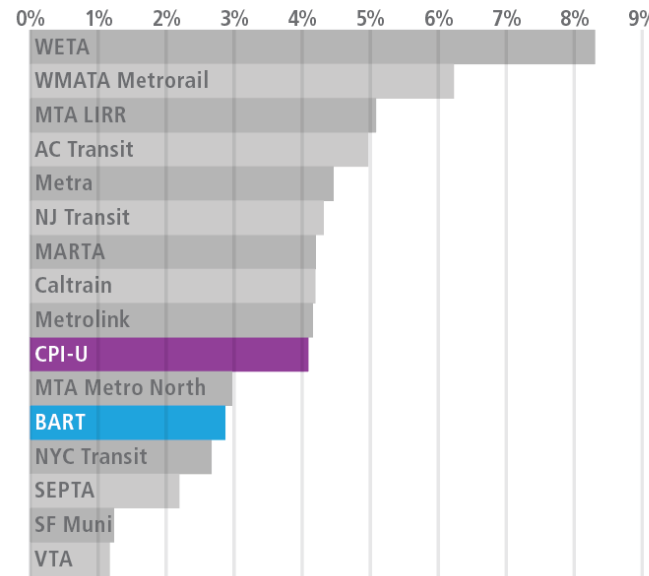
Limiting Costs / Growing Revenues

Reducing the deficit without impacting service

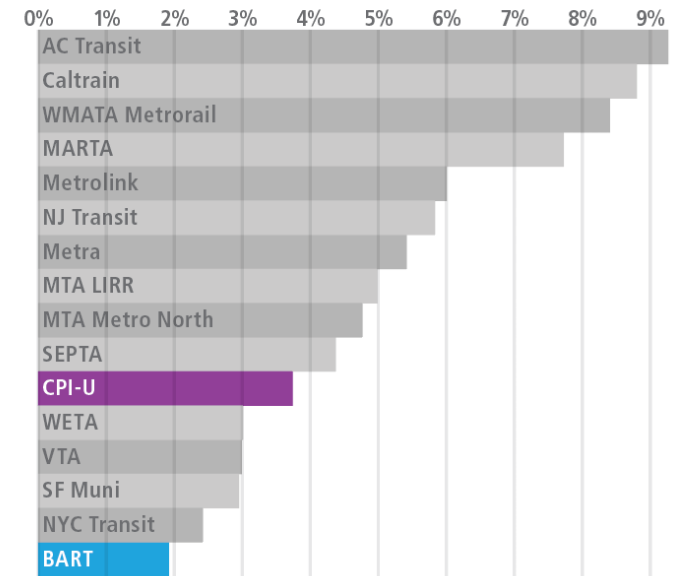
- Optimizing train schedules, reducing power/maintenance costs, reducing or eliminating contracts, maximizing interest and other non-revenue earnings
- Implemented small, regular increases to fares and parking fees
- Also exploring one-time sources and cost deferrals – setting ourselves up to be able to use these options, but not yet executing

OPERATING EXPENSE GROWTH FOR BART AND PEER TRANSIT AGENCIES

2019 vs. 23 Average Annual Operating Budget Growth



2019 vs. 2023 Growth in Cost Per Service Hour



Working with the Region on Stable Transit Funding

- MTC leading Regional Transportation Measure discussions
- BART also engaged in Operator-led Measure discussions
- BART has taxing authority in three county District, enabling legislation that would be required in some situations
- BART priorities in a revenue measure
 - **Sustain Operations.** Sustainable funding source for operations over the long-term to ensure safe, reliable transit service for the region
 - **Regional Connections.** Funding to support service improvements and regional network coordination to make transit a more viable alternative to driving
 - **Equity Focus.** Keep transit accessible to transit-dependent riders, equity priority communities, and riders of all abilities
 - **Prioritize Transit.** Priority for transit operators and projects over roadway investments
 - **Enhanced Service.** Funding for increased service as ridership demand grows

What Happens If We Don't Solve the Fiscal Cliff?

- Forecast shortfalls (\$300M - \$400M annually) are too big for BART to cover alone
- If a stable source of funding is not secured, BART service options under consideration include:
 - 60-minute train frequencies
 - 9pm system closure
 - Station closures
 - Eliminate line(s) of service
 - No weekend service
- Even these cuts would not fully close the gap and would result in further loss of ridership & fare revenue

What Happens if We Don't Solve the Fiscal Cliff?

- A future with reduced BART service is neither sustainable nor equitable
- Transportation costs would increase
- Massive traffic congestion would form across critical regional roadways especially during peak hours
- More time would be lost sitting in traffic, slowing the economy and reducing quality of life

PER TRIP COST FOR THOSE WHO HAVE TO DRIVE INSTEAD WOULD MULTIPLY



BART RIDERS WOULD SWITCH TO DRIVING OVER THE BAY BRIDGE

5,400

Additional vehicles (73% increase), or 2.7 additional lanes of traffic on the Bay Bridge when all BART transbay riders shift to driving.

MANY HOUSEHOLDS WOULD HAVE NO CHOICE BUT TO OWN MORE VEHICLES



BART RIDERS WOULD SWITCH TO DRIVING THROUGH THE CALDECOTT TUNNEL

1,600

Additional vehicles (22% increase), or 0.8 additional lanes of traffic through the Caldecott Tunnel when all BART Yellow Line riders shift to driving.

What Happens if We Don't Solve the Fiscal Cliff?

- Additional driving would increase greenhouse gas emissions, making it impossible to meet state and regional climate goals
- People across the Bay Area would have a hard time getting to key regional destinations
- **Without BART, the benefits of the regional transit network and planned major infrastructure would be lost**



DRIVING EMISSIONS EQUIVALENT

1.6M

Miles driven, or 4,000 cars driving from San Francisco to Los Angeles daily.



GASOLINE EMISSIONS EQUIVALENT

70,000

Gallons of gasoline burned daily.

Assumes all existing BART riders shift to driving.

Bay Area residents would lose BART access to:





Thank you.



SFMTA

San Francisco Municipal Transportation Agency

Financial Update

Bree Mawhorter
Chief Financial Officer

September 24, 2024 - Item 9

Financial Trends

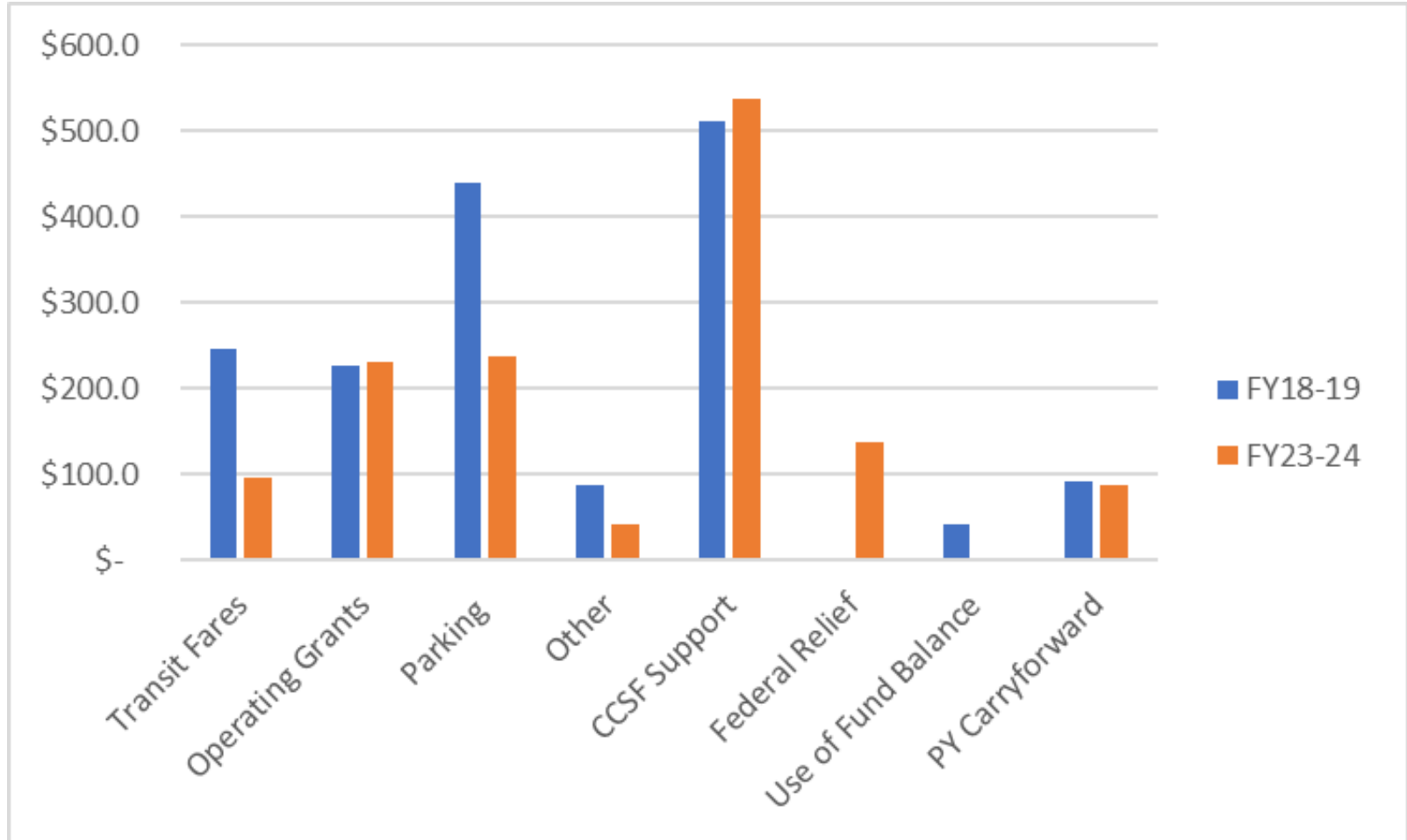


Financial Trends



- Revenues are lower than pre-pandemic across the board:
 - Transit revenue down
 - Parking revenue down
 - General Fund growth slower than prior decade.
- Federal, state, & regional relief end in FY26-27.
- In response, we reduced expenditures in our control
- Revenues grow slower than inflation

Adjusted for inflation, SFMTA revenues are \$275M or 16% less than pre-pandemic.



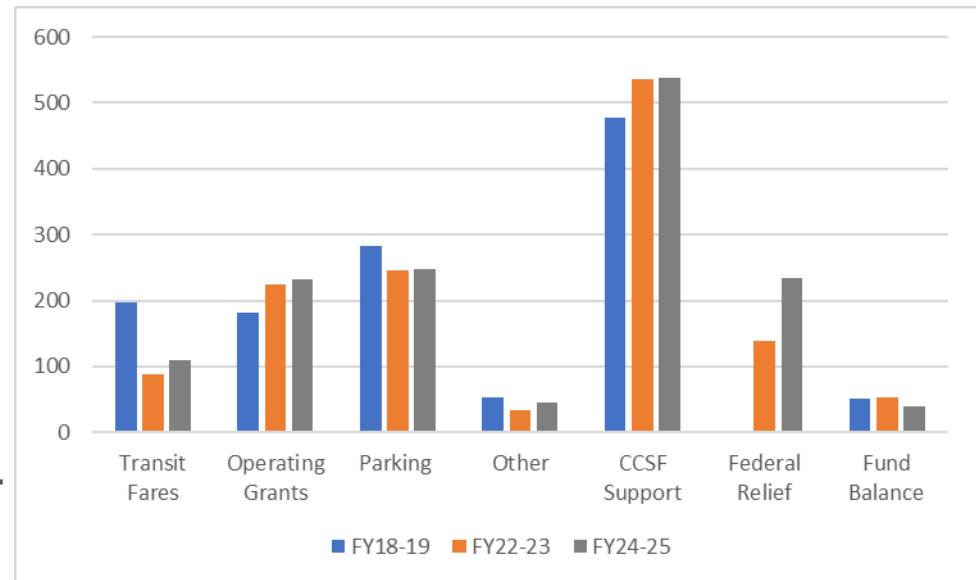
Revenue Trends: Additional Revenue Sources are Being Impacted

Enterprise revenue decreased dramatically during the pandemic due to changing travel patterns:

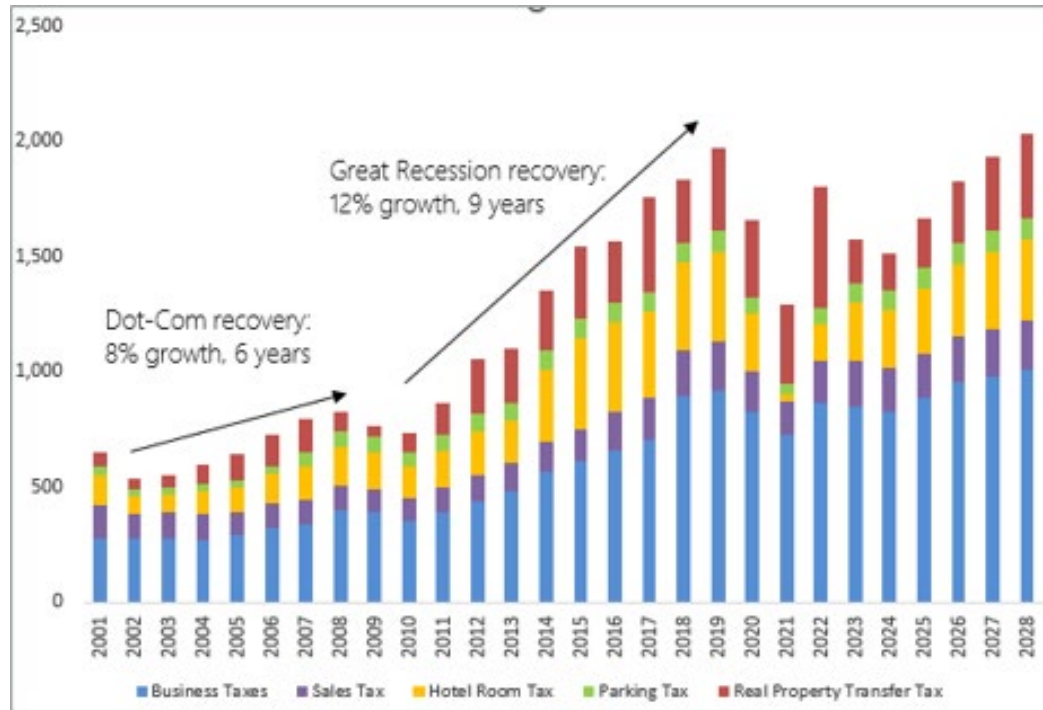
- Transit fares
- Parking fees and fines

Additional revenue sources are increasing more slowly due to post-pandemic economic conditions:

- General Fund



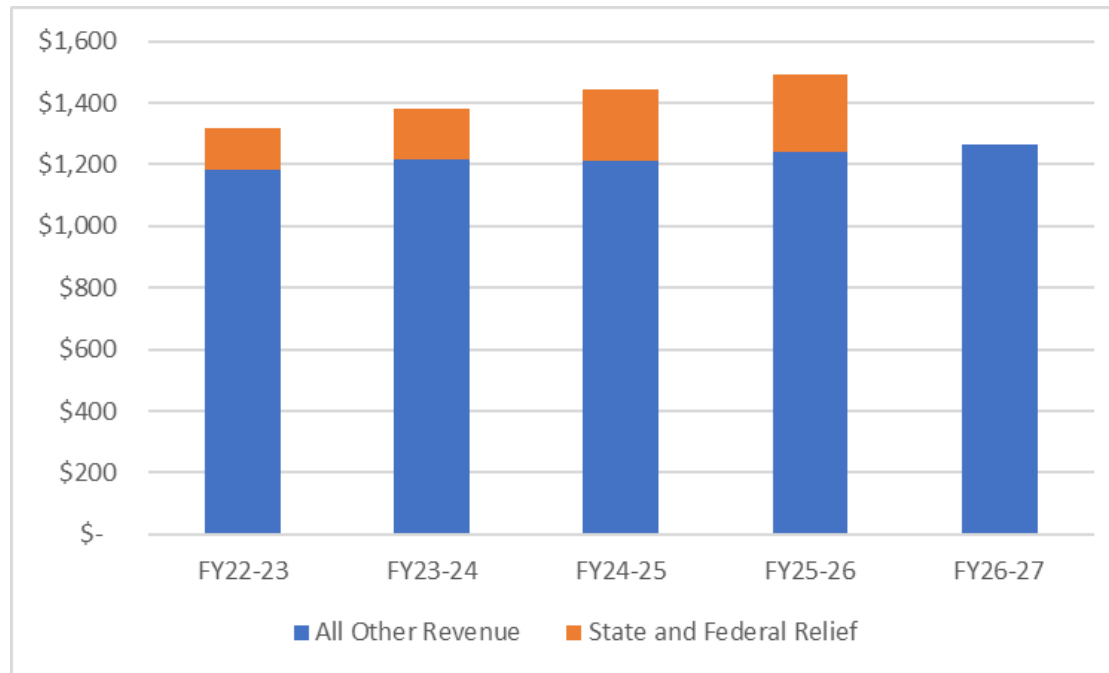
15 years of General Fund revenue growth of 8% to 12% is replaced by projected 3% growth, dramatically decreasing revenue growth built into assumptions about SFMTA's long-term financial health.



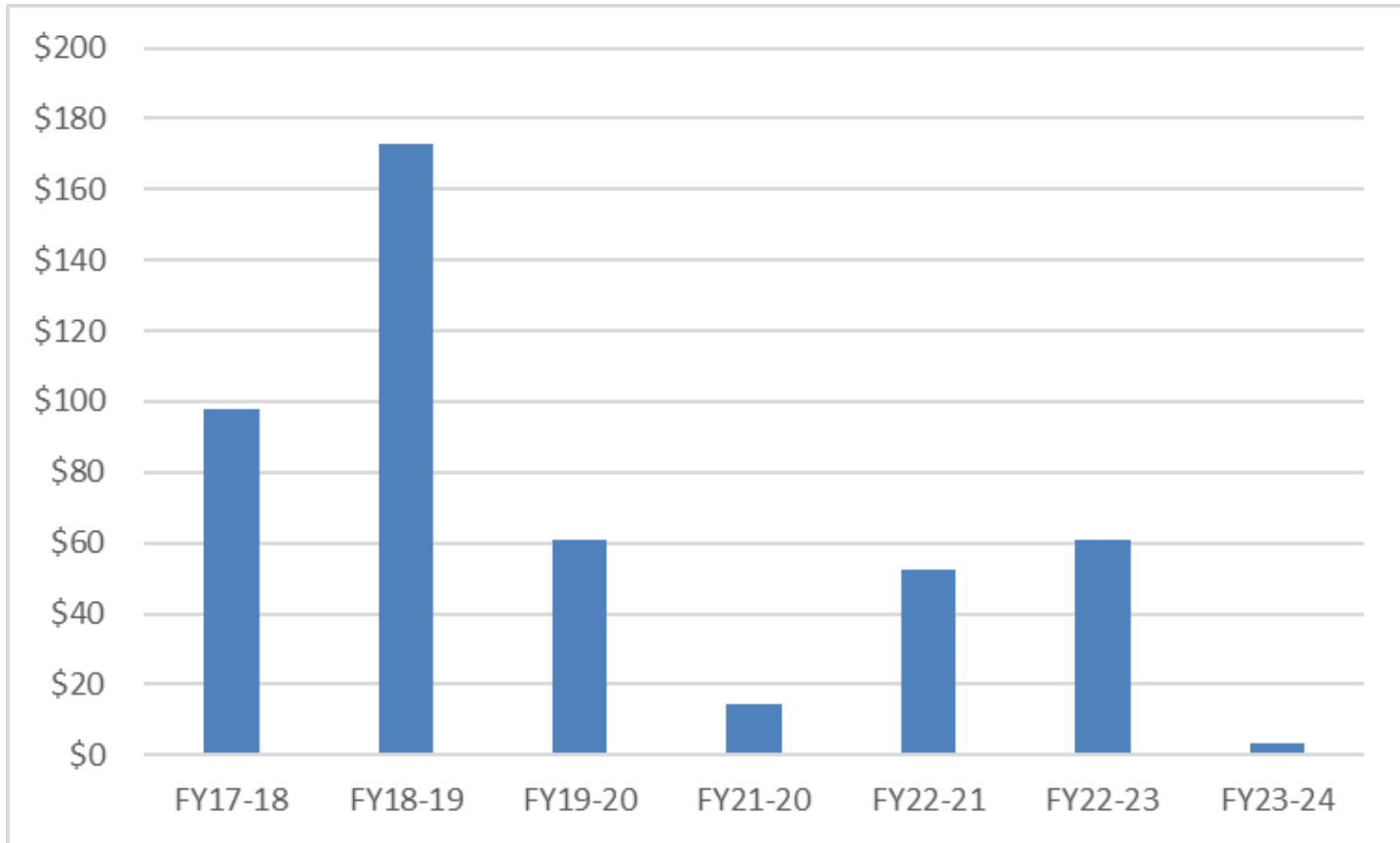
As General Fund is 39% of SFMTA revenue, performance of the General Fund is the most significant driver of lower SFMTA revenue.

Revenue Trends: State and Federal Relief Ends

Balancing the budget since the pandemic has only been possible due to one-time regional, state and federal relief, which will be expended in FY26-27.

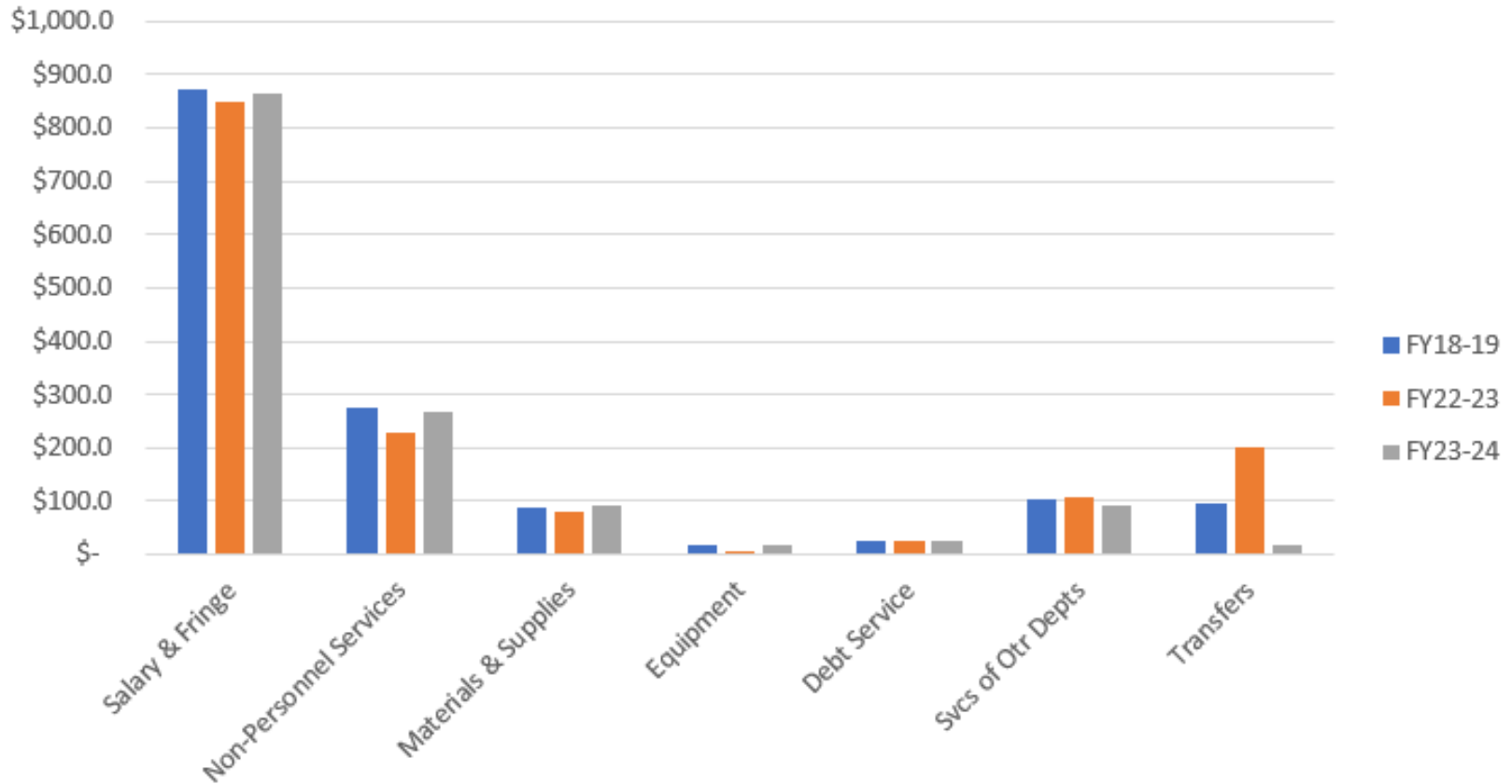


SFMTA will end the year with a significantly lower fund balance than it started, making SFMTA less financially secure.



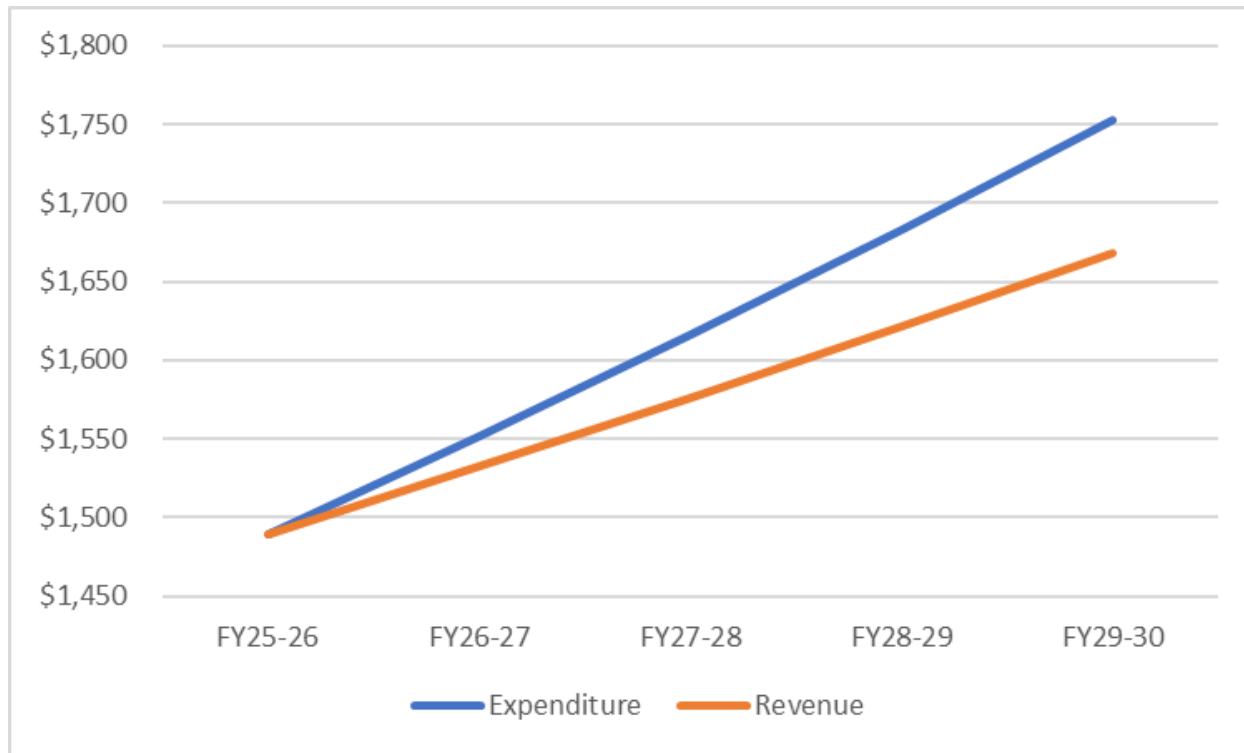
Expenditure Trends

When adjusted for inflation, SFMTA spent \$95M or 6% less than pre-pandemic.



Expenditure on capital, multi-year projects and transfers to reserve make-up \$76M of difference, indicating a decrease in long-term investment and financial planning.

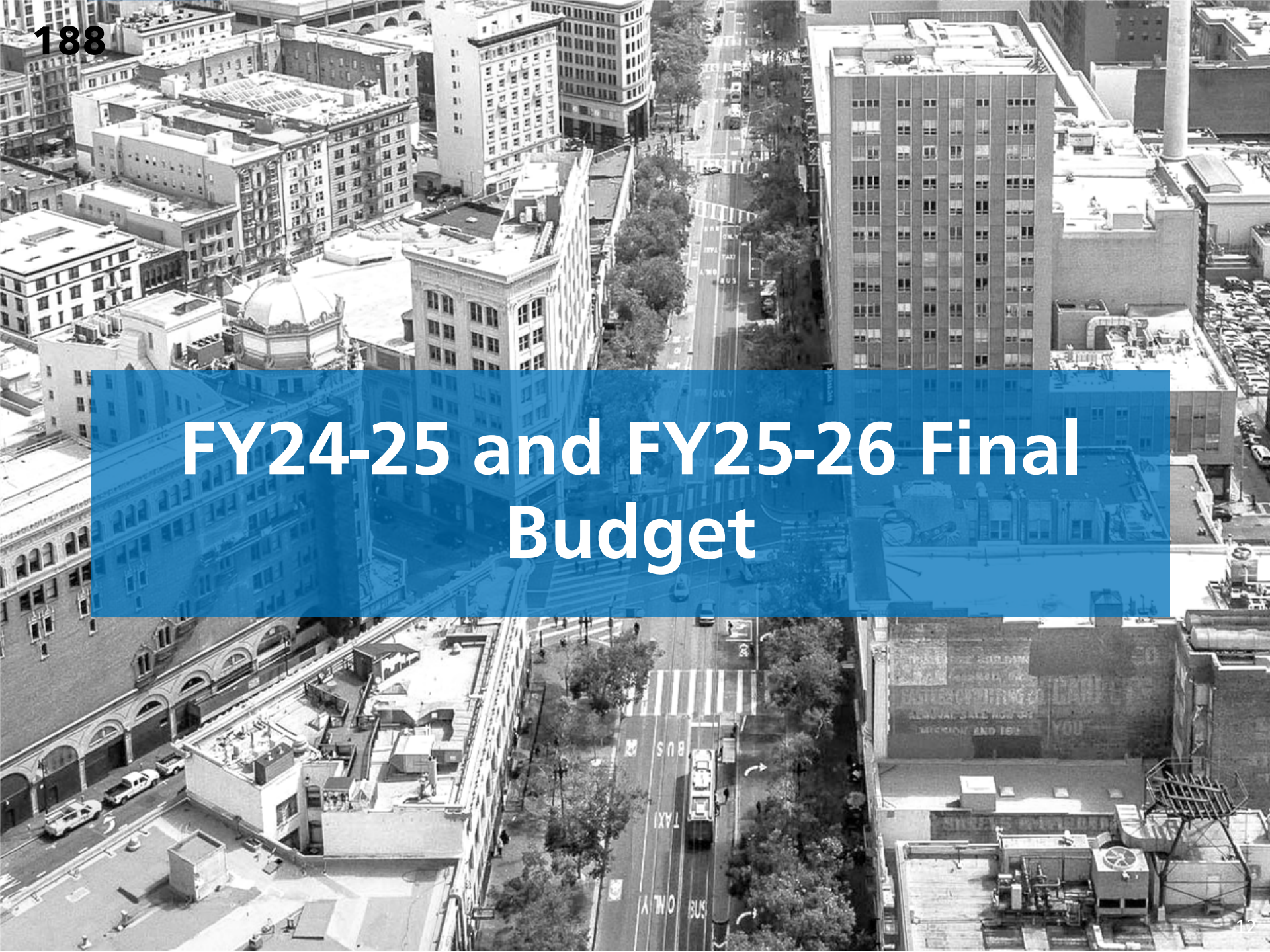
186 Expenditure Trends: Projected expenditure growth exceeds projected revenue growth



Mismatch between expenditure and revenue growth rates turns a balanced budget into a growing deficit, even when the number of FTE and other expenditure types is unchanged.

**Revenue growth is slower than
inflation and federal, state, and
regional relief is fully expended in
FY26-27**

FY24-25 and FY25-26 Final Budget



FY24-25 and FY25-26 Final Budget

Balancing FY24-25 and FY25-26 budgets included hard choices

- Limited hiring by putting \$52.8M in vacant positions on budget hold
- Limited non-labor spending by increasing only by inflation, no new spending
- \$12.7 million in fare, fee and fine increases, impacting 100% of sources exclusively under SFMTA control
- No additional Muni service, despite growing ridership; only cost-neutral service changes.

After SFMTA Board passed budget, revenue went down* and expenditure went up. To balance the budget, we:

- **Will reduce hiring**
- **Defunded one-time investments:**
 - Non-revenue vehicles
 - Capital projects
 - Misc. professional services, and materials and supplies

We still have a budget gap in FY 25-26 and need to take action.

*NOTE: SFMTA submits balanced budget by **May 1, before** CCSF closes out its fiscal year.

Changes to the SFMTA budget due to the City budget cycle worsen our financial picture and necessitate action.

Five-Year Deficit Projections

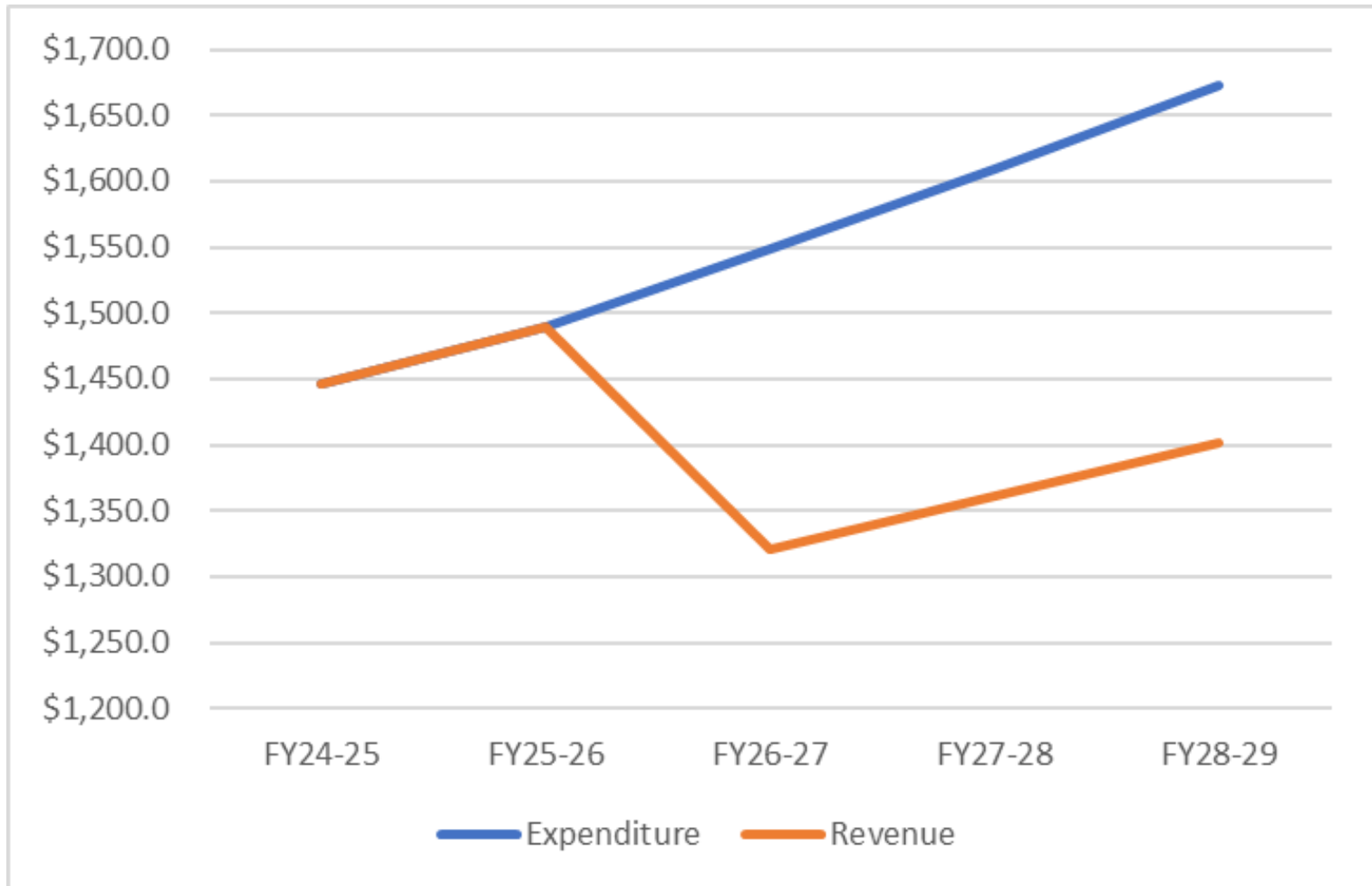


Five-Year Deficit Projections

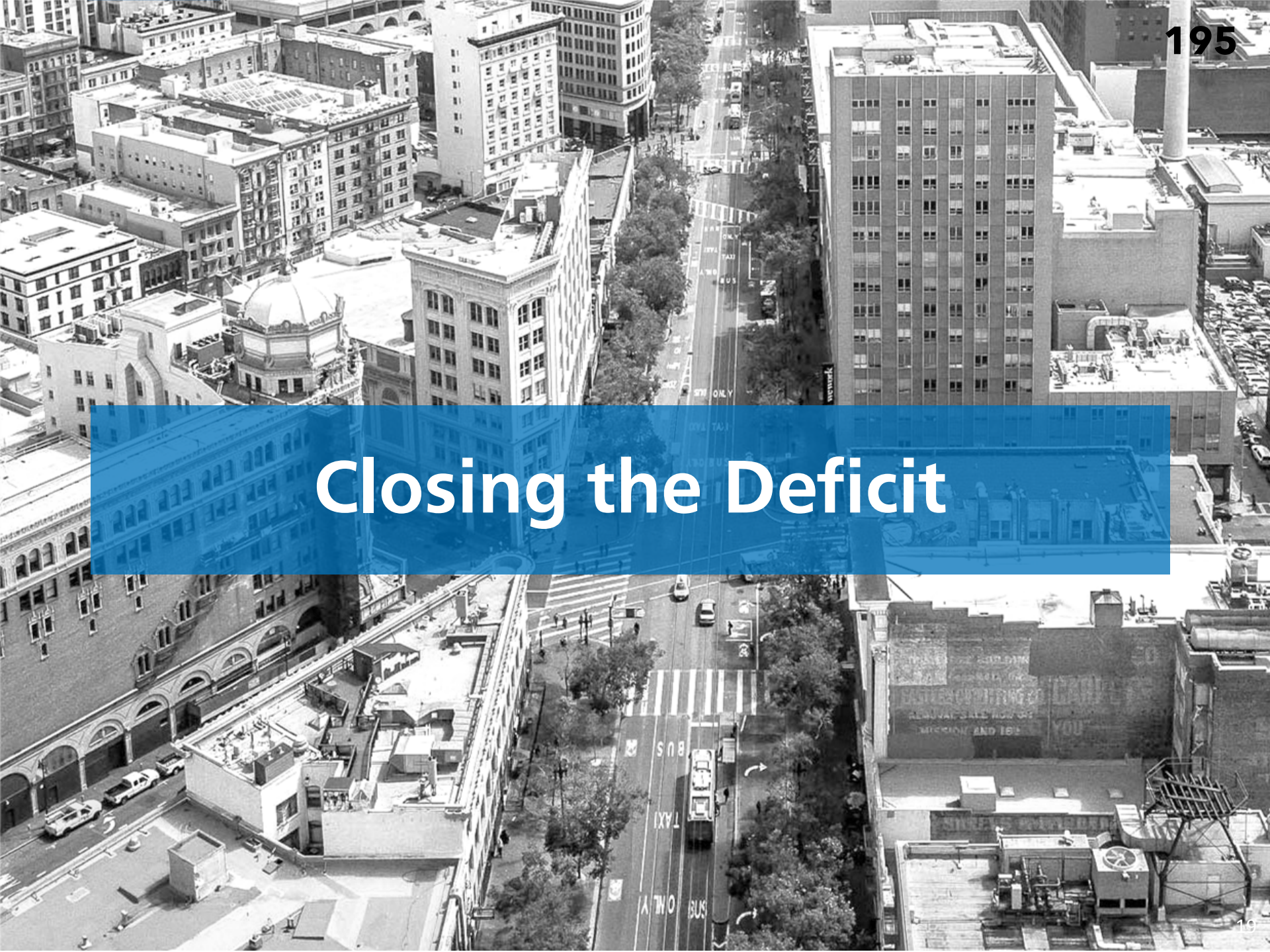
Projected FY26-27 deficit ranges from \$239M to \$322M, depending on assumptions:

- Economic health of San Francisco and State of California
- Use of flexible funds that can be used for operating or capital
- Development of additional revenue sources
- Policy choices about how much service to provide
- Policy choices about implementing efficiency measures, like transit only lanes, that could make service less expensive
- Generation of fund balance by collecting more revenue or expending less than projected

Five-Year Deficit Projections



Closing the Deficit



Strategies to Close Deficit



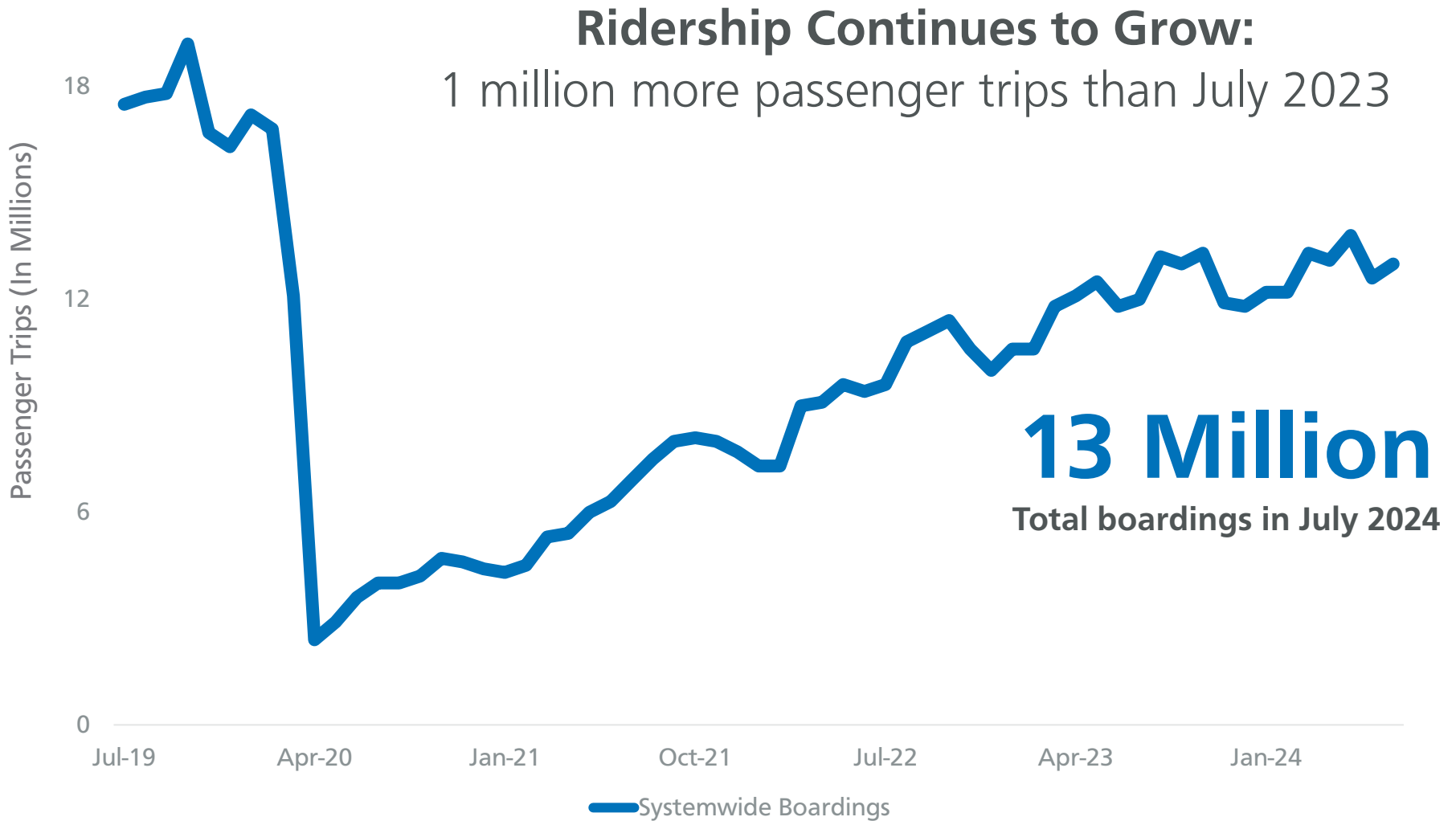
Increasing Ridership: Reliability

- Muni is more reliable than ever
- Muni achieved **historic levels of service reliability** through new and improved strategies.
- Moderate subway delays are down 65% - 95%, compared to 2019
- Major subway delays are down 70% - 85%, compared to 2019

Subway delays measured on monthly basis



198 Increasing Ridership



Note: Excludes cable car and streetcar.

Fare Compliance

Plans to increase fare compliance

- Education campaign launches in September
 - Earned media, paid media, social media, podcast, car cards, meetings with CBOs, other
- Marketing campaign in development
 - Research-based messaging to drive fare compliance
 - Comprehensive multi-channel marketing campaign
- Ease of payment work ongoing
 - Clipper 2.0 (delayed)
 - Including Muni ride in pricing of tickets to sports events, music festivals
- Discount fare promotion ongoing
 - City Fellow application was not successful
 - Staff work with City Departments and CBOs is ongoing

Fare Compliance

Hiring 36 additional Transit Fare Inspectors

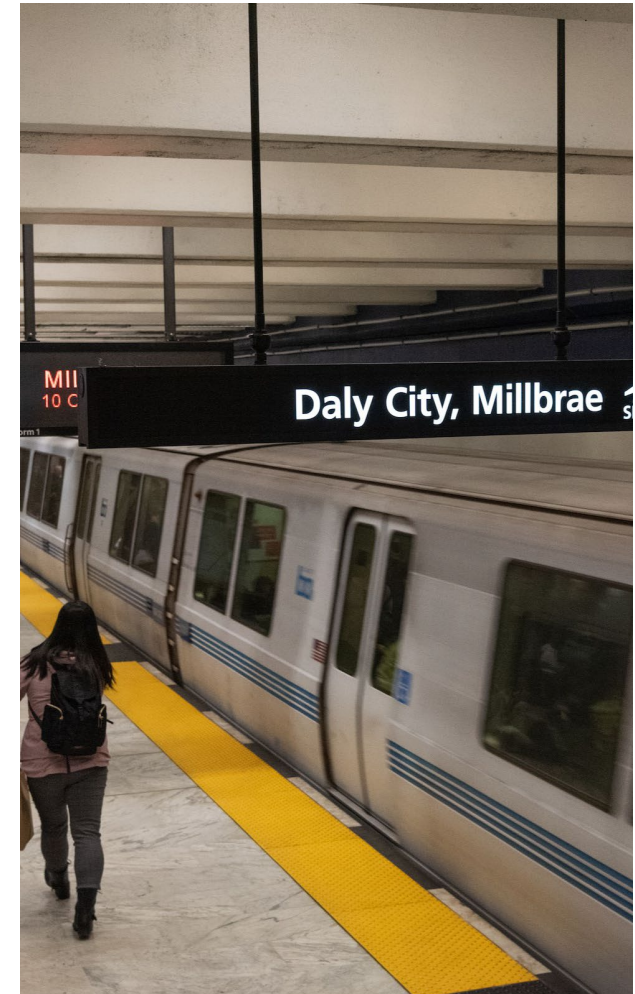


Regional Revenue Measure

Continuing to work collaboratively with MTC and other counties on new regional revenue measure for Nov. 2026 ballot.

SFMTA priorities for regional measure:

- **Approach the funding crisis as a regional problem**, not as the problem of a few Bay Area transit agencies. We should have all tools on the table.
- **Invest in and sustain high-quality transit service** to ensure that Bay Area transit operators can meet the needs of San Franciscans and other Bay Area residents who depend on public transit to live their daily lives. Equity is essential.
- **Improvements we've made to make Muni fast, frequent, reliable, safe and clean will be eroded if we're forced to shift capital funds** that are supposed to be invested in maintenance to operations. We must prevent that from happening to us or any other transit agency in our region. We need a sustainable source of operating funds.



202 Muni Funding Working Group

Summary

- Our financial situation has been made worse by economic forces that are out of our control, including working from home and the health of the city and state economy.
- We've used pandemic relief funds wisely, but regional, state and federal funds are fully expended in FY26-27.
- We need to develop solutions now, while there's still time to act
- Projected FY26-27 deficit ranges from \$239M-\$322M, depending on economic outcomes and policy choices.
- The size of the problem is so large, multiple solutions are needed. Muni Funding Working Group is charged with recommending solutions.
- We're fighting for our workforce and we're fighting for the services San Franciscans depend on.

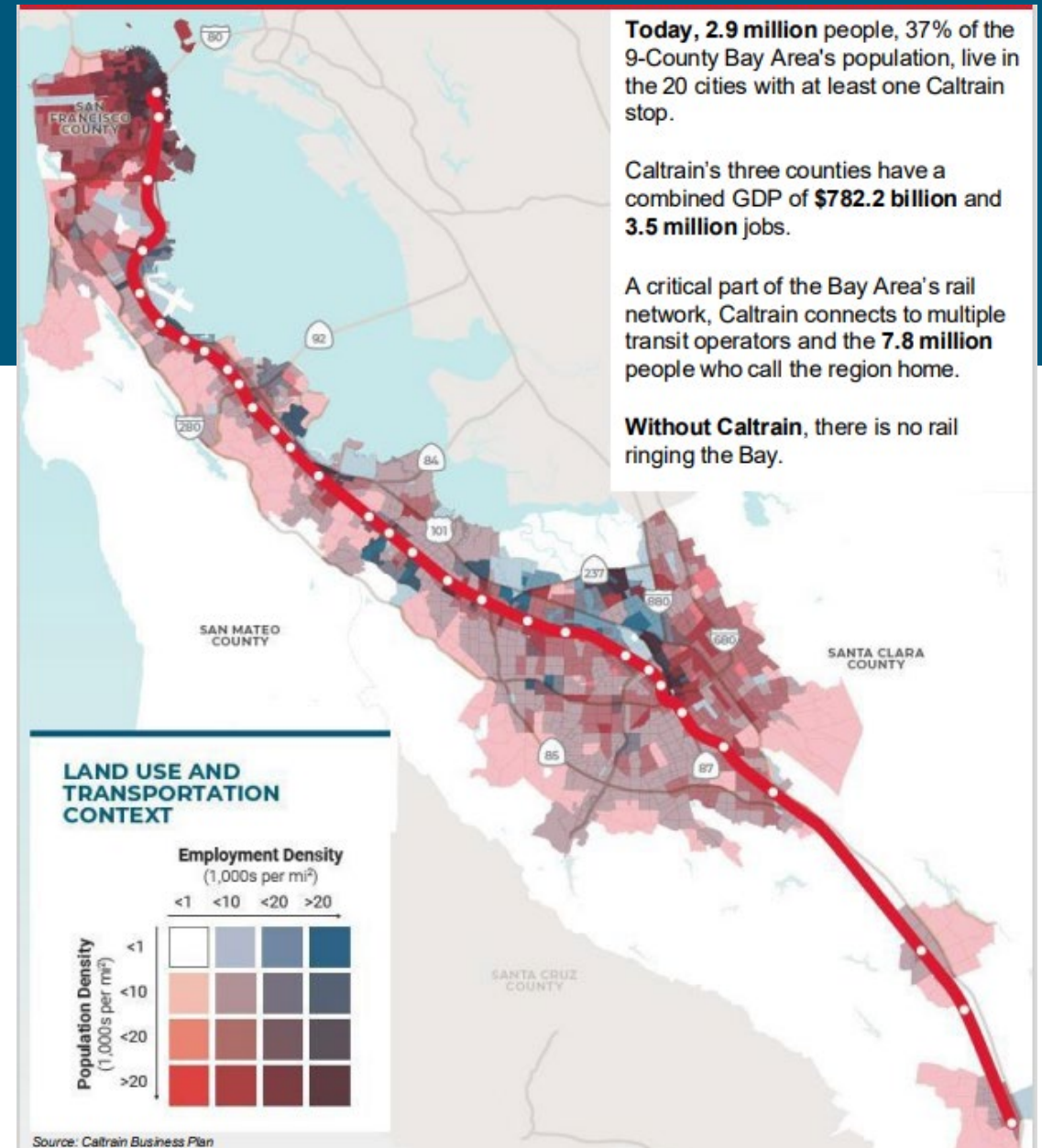
Caltrain Transit Recovery & Financial Outlook

**SFCTA Board
September 24, 2024
Item 9**



Caltrain Corridor

- 77 miles of track from end to end (51 miles owned by Caltrain)
- 31 stations (3 counties, 20 cities)
- Multiple hubs, bi-directional commute through Silicon Valley
- Connecting a dynamic, diverse corridor

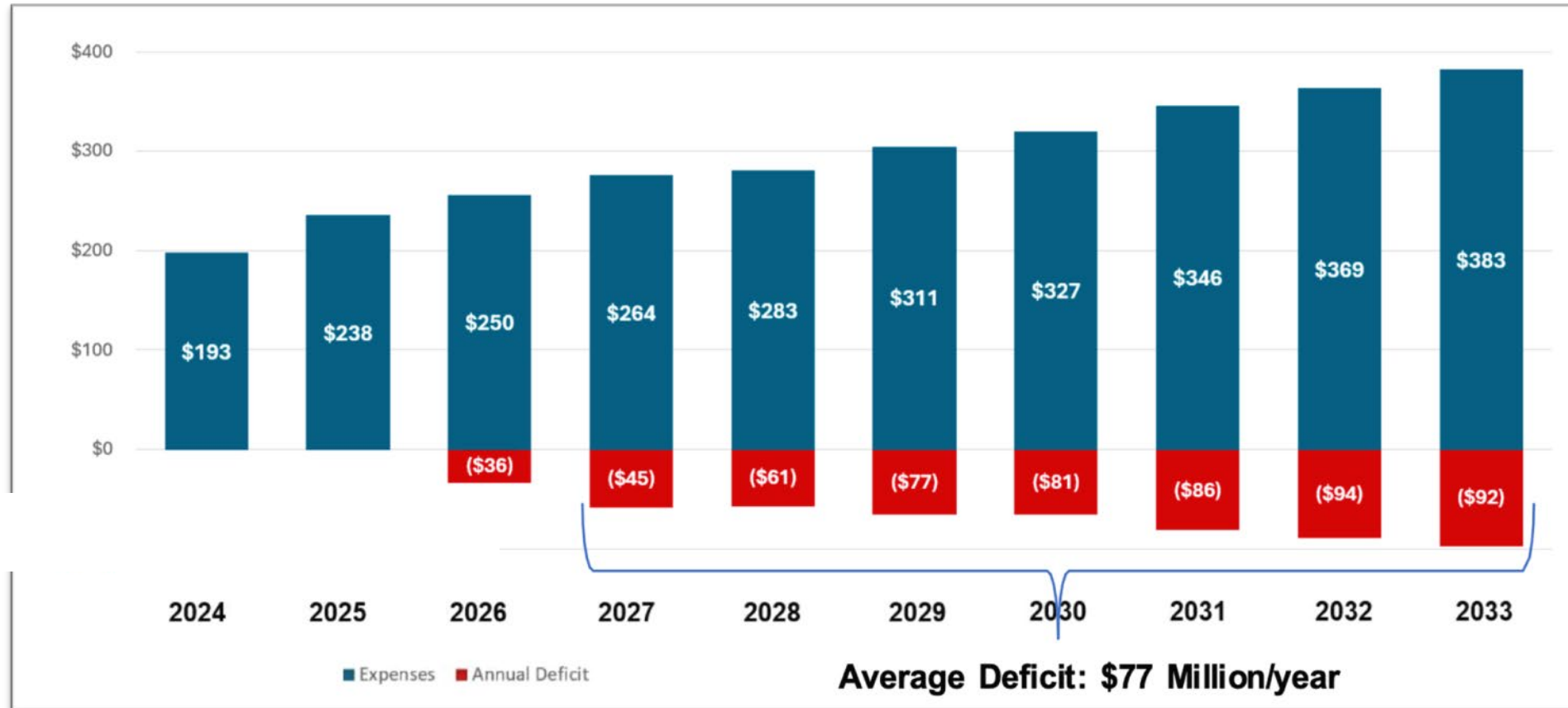


Caltrain Pre and Post Pandemic Overview

| | Pre-Pandemic | Today |
|---------------------------------------|--|--|
| Ticket Sales | <ul style="list-style-type: none"> • 73% of operating revenue • \$103M | <ul style="list-style-type: none"> • 22% of operating revenue • \$43M (loss \$60M, \$70M inflation adjusted) |
| Member Agency Operating Contributions | <ul style="list-style-type: none"> • \$20-\$40M/year (the second largest part of operating budget) | <ul style="list-style-type: none"> • No contributions from member agencies, 15%-20% loss Caltrain's pre-pandemic budget. |
| Operating Deficit | <ul style="list-style-type: none"> • No forecasted operating deficit | <ul style="list-style-type: none"> • \$77M/year average over 7 years from FY27 |
| Service Model | Caltrain was a commuter railroad with 81% of customers commuting to work 5 days a week. | Caltrain is a regional railroad with more all-day and weekend service, diversified ridership and equity-focused fares. |

Caltrain Operating Deficit

Projected Annual Operating Deficit ranges from \$36M (FY26) to \$92M (FY33)

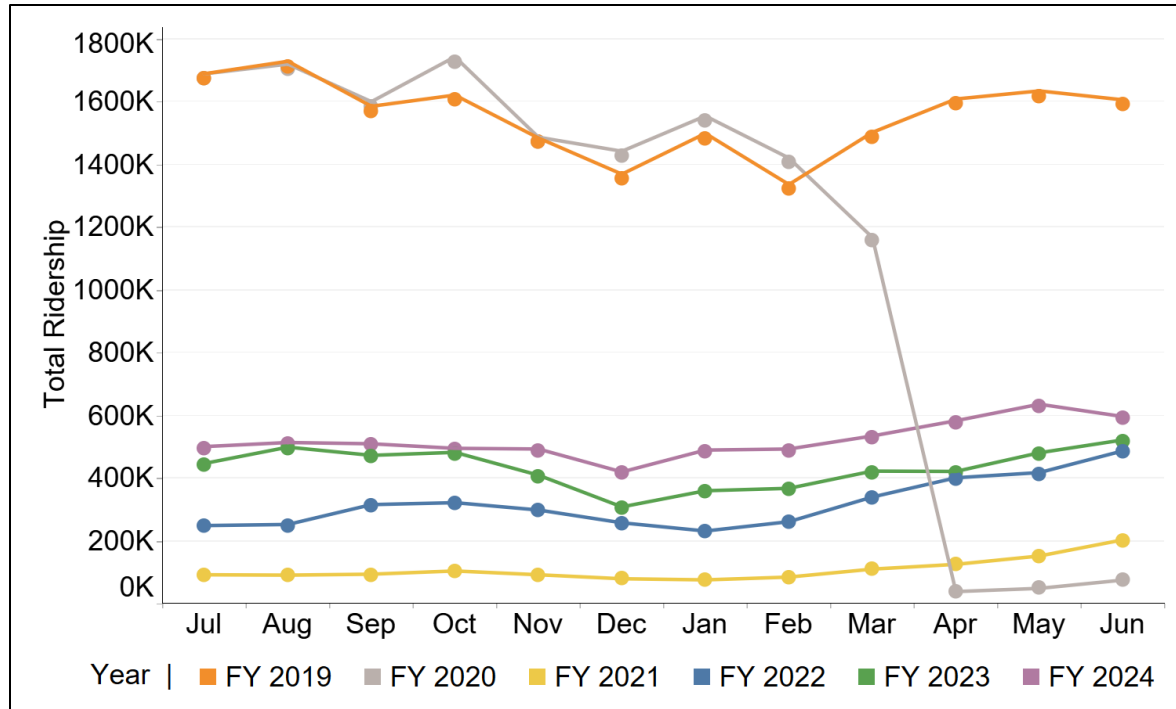


- Does not include \$25M in State funds planned from MTC in FY26
- Update to Operating Deficit numbers expected in Nov. 2024 after at least one full month of electrified service

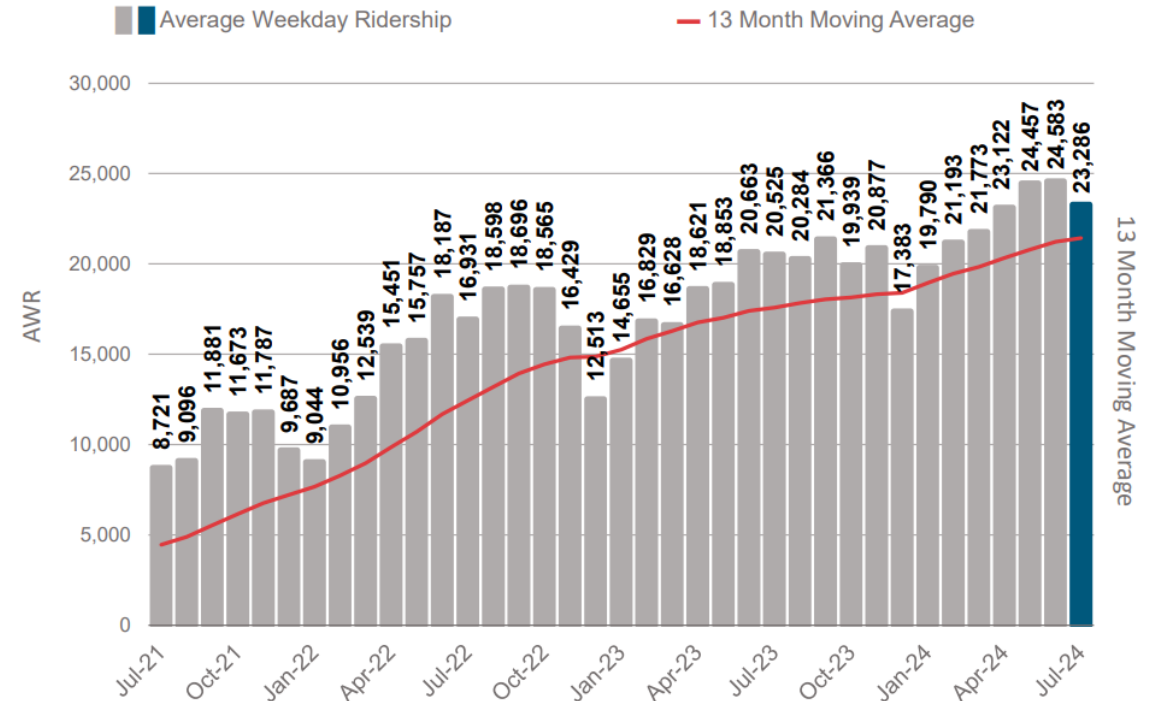
Major Issues Impacting Deficit

Ridership Data

20% Total Ridership Increase FY24 vs FY23 (despite nearly 30 weekend closures for construction)



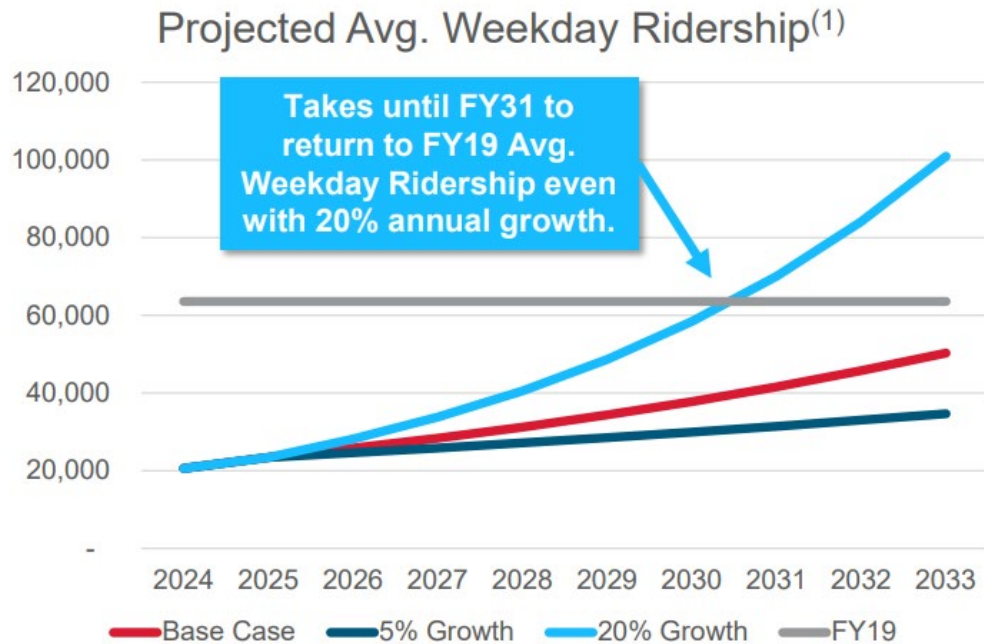
Caltrain Ridership Trends (FY19-24)



Average Weekday Ridership Graph



Ridership Projections



Caltrain Ridership Prediction (*subject to change)



External Factors

- Work from home
- Traffic
- Draw of key destinations such as San Francisco

Caltrain Needs a New Funding Model

| Mechanism Examples | Description |
|--|--|
| Regional Options (<i>first preference</i>) | MTC Select Committee Options Senator Wiener Option Other Options TBD |
| Caltrain Member Agency Contributions | Example: Annual based on AM Boardings - SF \$16M; SMC \$28M; SCC \$32M |
| Caltrain Specific Measure (would require legislative authority) | Examples: 1/8 sales tax \$120M/year Parcel tax 5 cents per sq ft of built area: ~\$124M/year |
| Other Future Potential Operating Sources | Federal or State; Creative funding. Timing unclear |

Caltrain Implications Without Funding

- Rail has high fixed costs (maintain tracks, facilities, etc). Cutting service yields little net cost savings especially when it impacts ridership.
- Currently evaluating service reduction scenarios (examples no weekend service, hourly 7 days a week, specific segment shutdowns)
- Without additional funding, difficult decisions on workforce, service, capital projects, and state of good repair must be made.



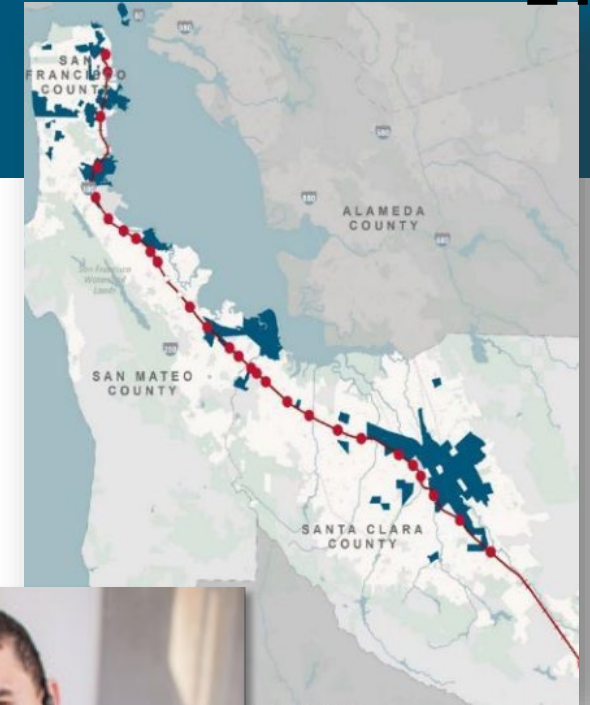
Equity Focused Growth

- Board Adopted **Equity, Growth, and Recovery Policy**
- **Revised schedule:** Standard and balanced schedule, focused on more midday, evening and weekend service (diversify ridership)
- Participates in the regional **Clipper Start** program, half off fares
- Caltrain's **Pass Forward** program provides free passes for low income and equity priority community riders

Partnering with **23 Community Serving Organizations** in the 3 counties

Participants in the program: **nearly 70%** household income under \$50,000 and **83%** people of color

- **26% more service** at equity priority stations with electrification, compared to 20% at all stations.



"Taking transit saves me money so I have more to take care of my family." –
 Geraldo Valencia, Pass Forward GoPass Holder

Ridership Growth / Cost Containment Actions

- **Fare Programs:** \$1 youth; hybrid worker pass; Go Pass Updates
- **Customer Experience:** Station repairs, 300 bicycle eLockers, new ticket options, new visual display signs being installed, positive brand recognition
- **Regional Coordination:** coordinated transfers, better signage Millbrae, GM group, Bay Pass participation, Clipper Start
- **Non-fare revenue strategy:** generate new revenue sources (examples inventory asset, fiber cable)
- **Cost Containment:** Crew scheduling efficiencies; launching internal cost reduction and efficiency program
- **Electrification Planned September 2024**

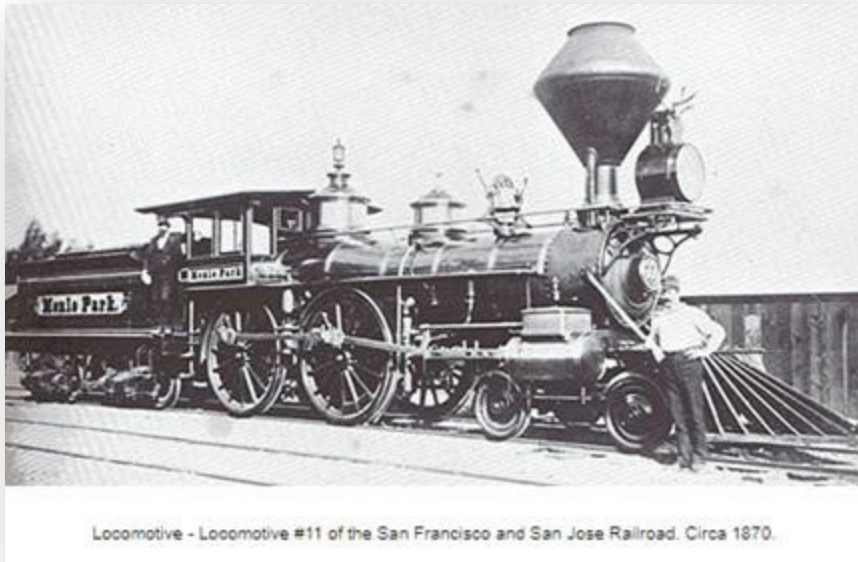


Electrification Launched

Transformational Moment

Caltrain is the oldest continuously operating passenger railroad in the West (160 years)

First time in a generation any US system fully converted from diesel to electric system



Steam 1864



Diesel 1950s



Today!



Electrified Service!



On August 10, Federal, State, and Local elected officials, agency staff, business, labor, environmental and transit leaders came together for Caltrain's first electric train ride.

Launch Parties - September 21 & 22

_____ along the
corridor



www.caltrain.com/launchparty

Electrified Service Plan Benefits

Improved service for all riders



Get There Faster

Express from SF to SJ in under an hour

Quicker local service, 75 minutes instead of 100

Save more than 20 minutes on trips from Southern Santa Clara County to SF



Ride More, Wait Less

20% more train service

26% more train service at equity priority stations

Half-hourly service during weekends and off-peak



First Class for Everyone

Free Wi-Fi

Smoother, quieter experience

Outlets at every seat

Digital trip information onboard

Spacious, accessible bathrooms



Clean and Green

GHG emissions reduced by 250K MTCO2 annually – equivalent to taking 55,000 cars off the road each year

Improves local air quality

Quieter trains, both onboard and off

1st Class Experience For Everyone

- **Technology:** Free Wi-Fi, outlets at every seat, digital displays
- **Quality:** smoother ride, secure, pleasant lighting, better storage, and spacious bathroom (with a baby changing table)
- **Convenient:** Faster, more frequent, and reliable

Our success means that we enhance everyday life for the people who live and work in our communities



Oh my goodness it happened! We got to ride the new electric @Caltrain

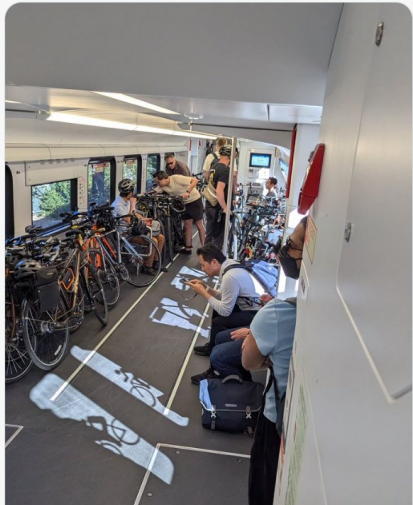
We are still crying with happiness!



Finally!! I caught a @Caltrain EMU! It's soooooo smooth and quiet. Love the screens with realtime info on stations and connections.



Caltrain reposted
@djmurpho · Aug 26
#Grateful for the new electrified bicycle coaches @Caltrain @CaltrainBikes



Contacts

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Jason Baker, Director Government & Community Affairs

email: bakerj@caltrain.com, Cell: 650.399.6093



Memorandum

AGENDA ITEM 10

DATE: May 17, 2024
TO: Transportation Authority Board
FROM: Cynthia Fong - Deputy Director for Finance and Administration
SUBJECT: 09/24/24 Board Meeting: Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Nine Months Ending March 31, 2024

| | |
|---|--|
| <p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p>SUMMARY</p> <p>The purpose of this memorandum is to provide the nine-month internal accounting report, investment report, and debt expenditure report for the Fiscal Year (FY) 2023/24 period ending March 31, 2024.</p> <p><i>This item was continued from the July 23, 2024 meeting due to time constraints.</i></p> | <ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input checked="" type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____ |
|---|--|

BACKGROUND

Our Fiscal Policy (Resolution 21-57) establishes an annual audit requirement and directs staff to report to the Board the agency’s actual expenditures in comparison to the approved budget, on at least a quarterly basis. The Investment Policy (Resolution 23-46) 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 nine months



ending March 31, 2024, the numbers in the prorated amended budget column are three quarters of the total amended budget for FY 2023/24, 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 March 31, 2024, are used as the basis for the Investment Policy compliance review.

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

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

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

- 1) **Safety.** Safety of the principal is the foremost objective of the investment program. Investments will be undertaken in a manner that seeks to ensure preservation of the principle 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 March 31, 2024. Cash, deposits, and investments total to \$72.3 million. Other assets total \$95.4 million, which mainly includes, \$18.5 million sales tax receivable, and \$52.8 million of the program receivables. Liabilities total \$288.3 million, as of March 31, 2024, and mainly includes \$27.5 million in accounts payable, \$56.6 million in accounts payable to the City and County of San Francisco and \$194.2 million in sales tax revenue bond and premium amounts (Series 2017).

There is \$156.8 million in total fund deficit, which is largely the result of how multi-year programming commitments are accounted for. Future sales tax revenues and grant reimbursements collected will fully fund this difference. This amount included \$40.6 million in restricted fund balance and \$197.4 million in unassigned fund deficit. The unassigned fund deficit reflects grant-funded capital projects that are scheduled to be implemented over the course of several fiscal years. The commitments are multi-year commitments and funded with non-current (future) revenues. In addition, we do not hold nor retain title for the projects constructed or for the vehicles and system improvements purchased with sales tax funds, which can result in a negative position.

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

Attachment 2 compares the prorated budget to actual levels for revenues and expenditures for the first nine months (third quarter) of the fiscal year. We earned \$118.2 million in revenues, including \$81.2 million in sales tax revenues, \$3.4 million in vehicle registration fee, \$6.0 million in traffic congestion mitigation tax, and \$25.8 million in total program revenues for the nine months ending March 31, 2024. Total revenue was lower than the prorated budget estimates by \$23.4 million. This variance amount mainly includes \$24.8 million in program revenues. The variance in program revenues is mainly related to federal and state reimbursements for the Southgate Road Realignment Improvements Project (Southgate), or Phase 2 of the Interstate-80/Yerba Buena Island Interchange Improvement Project, which has been deferred from past years. We expect collections will catch up by the end of the fiscal year for program and other revenues. The variance of \$364 thousand in investment income is higher than anticipated due to higher interest rates which resulted in higher interest income.

As of March 31, 2024, we incurred \$137.1 million of expenditures, including \$14.5 million in debt principal payment and service cost for the sales tax revenue bond; \$8.5 million for personnel and non-personnel expenditures; and \$110.4 million of capital project costs. Total expenditures were lower than the prorated budgetary



estimates by \$50.5 million. This amount mainly includes a net favorable variance of \$1.7 million for personnel and non-personnel expenditures, a favorable variance of \$1.9 million in interest and fiscal charges, and a favorable variance of \$50.6 million in capital project costs. The net favorable variance of \$1.7 million in personnel and non-personnel expenditures are mainly due to four staff vacancies, delayed hiring of two positions, and other postemployment benefits payment to CalPERS, training, equipment, and software maintenance cost anticipated to incur in the last quarter of the fiscal year. The favorable variance of \$1.9 million in interest and fiscal charges is mainly due to costs related to the anticipated drawdown on the revolving credit (loan) agreement as we have not needed to borrow funds yet. The favorable variance of \$50.6 million in capital project costs 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. The variance is also related to the YBI Westside Bridges project, in which the contractor had a slower start than anticipated. Several subcontractors mobilized later than planned. However, the overall construction is still on schedule to be completed by December 2026. In addition, construction activities for the YBI Hillcrest Road Improvement Project have been delayed by two months, as they were contingent upon Caltrans' approval of an Encroachment Permit approved in May 2024. Construction activities will commence in June 2024.

Investment Compliance. As of March 31, 2024, approximately 48.3% of our investable assets were invested in the Treasury Pool. These investments are in compliance with both the California Government Code and the adopted Investment Policy and provide sufficient liquidity to meet expenditure requirements for the next six months with the drawdown from the revolving credit (loan) agreement. Attachment 3 is the most recent investment report furnished by the City's Office of the Treasurer.

Debt Expenditure Compliance. In October 2021, the Transportation Authority entered into a 3-year Revolving Credit (loan) Agreement with U.S. Bank for a total amount of \$125 million. As of March 31, 2024, the Transportation Authority does not have any outstanding balance in the loan.

As of March 31, 2024, total outstanding bond principal and premium balance is \$194.2 million. We made cumulative payments of \$116.9 million, including principal payment of \$68.3 million and interest payment of \$48.6 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



| | 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 | \$ 11,591,940 | \$ - | \$ 1,304,573 | \$ 24,520,472 | \$ - | \$ - | \$ 37,416,985 |
| Deposits and investments with the City Treasurer | 19,388,326 | - | - | - | - | 15,543,562 | 34,931,888 |
| Sales tax receivable | 18,484,243 | - | - | - | - | - | 18,484,243 |
| Vehicle registration fee receivable | - | - | - | 743,691 | - | - | 743,691 |
| Traffic congestion mitigation tax receivable | - | - | - | - | - | 6,027,531 | 6,027,531 |
| Interest receivable from the City and County of San Francisco | 1,261,954 | - | - | - | - | 533,952 | 1,795,906 |
| Program receivables | | | | | | | |
| Federal | - | 39,152,488 | - | - | 253,757 | - | 39,406,245 |
| State | - | 7,669,009 | - | - | 17,511 | - | 7,686,520 |
| Regional and other | - | 5,425,546 | - | - | 281,307 | - | 5,706,853 |
| Receivables from the City and County of San Francisco | - | 5,105,260 | - | - | 770,857 | - | 5,876,117 |
| Due from other funds | 9,543,056 | - | - | - | - | - | 9,543,056 |
| Prepaid costs and deposits | 81,580 | - | - | - | - | - | 81,580 |
| Total Assets | \$ 60,351,099 | \$ 57,352,303 | \$ 1,304,573 | \$ 25,264,163 | \$ 1,323,432 | \$ 22,105,045 | \$ 167,700,615 |
| LIABILITIES, DEFERRED INFLOWS OF RESOURCES, AND FUND BALANCES | | | | | | | |
| Liabilities | | | | | | | |
| Accounts payable | \$ 10,735,234 | \$ 14,299,261 | \$ 175,000 | \$ 1,404,744 | \$ 480,242 | \$ 399,561 | \$ 27,494,042 |
| Accounts payable to the City and County of San Francisco | 51,876,369 | - | 167,741 | 4,121,901 | - | 402,531 | 56,568,542 |
| Accrued salaries and taxes | 499,477 | - | - | - | - | - | 499,477 |
| Sales tax revenue bond (Series 2017) | 194,228,667 | - | - | - | - | - | 194,228,667 |
| Due to other funds | - | 7,616,566 | 74,979 | 261,335 | 134,798 | 1,455,378 | 9,543,056 |
| Total liabilities | 257,339,747 | 21,915,827 | 417,720 | 5,787,980 | 615,040 | 2,257,470 | 288,333,784 |
| Deferred Inflows of Resources | | | | | | | |
| Unavailable revenues | - | 35,436,476 | - | - | 708,392 | - | 36,144,868 |
| Total deferred inflows of resources | - | 35,436,476 | - | - | 708,392 | - | 36,144,868 |
| Fund Balances | | | | | | | |
| Nonspendable | 81,580 | - | - | - | - | - | 81,580 |
| Restricted | 346,463 | - | 886,853 | 19,476,183 | - | 19,847,575 | 40,557,074 |
| Unassigned | (197,416,691) | - | - | - | - | - | (197,416,691) |
| Total Fund Balances | (196,988,648) | - | 886,853 | 19,476,183 | - | 19,847,575 | (156,778,037) |
| Total Liabilities, Deferred Inflows of Resources, and Fund Balances | \$ 60,351,099 | \$ 57,352,303 | \$ 1,304,573 | \$ 25,264,163 | \$ 1,323,432 | \$ 22,105,045 | \$ 167,700,615 |



| | Special Revenue Funds | | | | | | | Total Governmental Funds | Prorated Amended Budget Fiscal Year 2023/24 | 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 | \$ 81,166,679 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 81,166,679 | \$ 79,623,750 | \$ 1,542,929 | |
| Vehicle registration fee | - | - | - | 3,378,127 | - | - | 3,378,127 | 3,484,141 | (106,014) | |
| Traffic congestion mitigation tax | - | - | - | - | - | 6,027,531 | 6,027,531 | 6,375,000 | (347,469) | |
| Investment income | 1,283,680 | - | 655 | 20,972 | - | 533,952 | 1,839,259 | 1,475,010 | 364,249 | |
| Program revenues | | | | | | | | | | |
| Federal | - | 17,950,909 | - | - | 486,533 | - | 18,437,442 | 37,248,291 | (18,810,849) | |
| State | - | 5,134,805 | - | - | 17,230 | - | 5,152,035 | 9,698,810 | (4,546,775) | |
| Regional and other | - | 1,536,847 | 359,460 | - | 345,177 | - | 2,241,484 | 3,656,190 | (1,414,706) | |
| Other revenues | - | - | - | - | - | - | - | 49,492 | (49,492) | |
| Total Revenues | 82,450,359 | 24,622,561 | 360,115 | 3,399,099 | 848,940 | 6,561,483 | 118,242,557 | 141,610,684 | (23,368,127) | |
| EXPENDITURES | | | | | | | | | | |
| Current - transportation improvement | | | | | | | | | | |
| Personnel expenditures | 2,753,226 | 2,802,237 | 22,368 | 120,639 | 445,110 | 59,379 | 6,202,959 | 7,315,187 | 1,112,228 | |
| Non-personnel expenditures | 2,202,557 | 46,042 | - | 648 | 47,041 | - | 2,296,288 | 2,862,205 | 565,917 | |
| Capital improvements related to infrastructure | 78,872,660 | 27,716,700 | 111,966 | 1,310,572 | 649,982 | 1,786,594 | 110,448,474 | 161,057,487 | 50,609,013 | |
| Debt service | | | | | | | | | | |
| Principal | 14,545,000 | - | - | - | - | - | 14,545,000 | 10,908,750 | (3,636,250) | |
| Interest and fiscal charges | 3,589,159 | - | - | - | - | - | 3,589,159 | 5,460,329 | 1,871,170 | |
| Total Expenditures | 101,962,602 | 30,564,979 | 134,334 | 1,431,859 | 1,142,133 | 1,845,973 | 137,081,880 | 187,603,958 | 50,522,078 | |
| Excess (Deficiency) of Revenues Over (Under) Expenditures | (19,512,243) | (5,942,418) | 225,781 | 1,967,240 | (293,193) | 4,715,510 | (18,839,323) | (45,993,274) | (73,890,205) | |
| OTHER FINANCING SOURCES (USES) | | | | | | | | | | |
| Transfers in | 6,235,611 | - | - | - | - | - | 6,235,611 | 12,821,594 | (6,585,983) | |
| Transfers out | - | 5,942,418 | - | - | 293,193 | - | 6,235,611 | (12,821,594) | 19,057,205 | |
| Draw on revolving credit agreement | - | - | - | - | - | - | - | 45,000,000 | (45,000,000) | |
| Total Other Financing Sources (Uses) | 6,235,611 | 5,942,418 | - | - | 293,193 | - | 12,471,222 | 45,000,000 | (32,528,778) | |
| NET CHANGE IN FUND BALANCES | (13,276,632) | - | 225,781 | 1,967,240 | - | 4,715,510 | (6,368,101) | \$ (993,274) | \$ (106,418,983) | |
| Fund Balances - Beginning | 10,516,651 | - | 661,072 | 17,508,943 | - | 15,132,065 | 43,818,731 | | | |
| Sales tax revenue bond (Series 2017) | (194,228,667) | - | - | - | - | - | (194,228,667) | | | |
| Fund Balances - Ending | \$ (196,988,648) | \$ - | \$ 886,853 | \$ 19,476,183 | \$ - | \$ 19,847,575 | \$ (156,778,037) | | | |

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

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



José Cisneros, Treasurer

Investment Report for the month of March 2024

April 15, 2024

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

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

Colleagues,

In accordance with the provisions of California State Government Code, Section 53646, we forward this report detailing the City's pooled fund portfolio as of March 31, 2024. These investments provide sufficient liquidity to meet expenditure requirements for the next six months and are in compliance with our statement of investment policy and California Code.

This correspondence and its attachments show the investment activity for the month of March 2024 for the portfolios under the Treasurer's management. All pricing and valuation data is obtained from Interactive Data Corporation.

CCSF Pooled Fund Investment Earnings Statistics *

| <i>(in \$ million)</i> | Current Month | | Prior Month | |
|------------------------|---------------|------------|-------------|---------------|
| | Fiscal YTD | March 2024 | Fiscal YTD | February 2024 |
| Average Daily Balance | \$ 15,611 | \$ 16,065 | \$ 15,552 | \$ 15,649 |
| Net Earnings | 387.95 | 48.33 | 339.62 | 43.88 |
| Earned Income Return | 3.31% | 3.55% | 3.28% | 3.54% |

CCSF Pooled Fund Statistics *

| <i>(in \$ million)</i> | % of Portfolio | Book Value | Market Value | Wtd. Avg. Coupon | Wtd. Avg. YTM | WAM |
|------------------------|----------------|--------------------|--------------------|------------------|---------------|------------|
| Investment Type | | | | | | |
| U.S. Treasuries | 21.70% | \$ 3,551.2 | \$ 3,392.1 | 1.20% | 1.51% | 616 |
| Federal Agencies | 42.67% | 6,804.0 | 6,670.7 | 3.23% | 3.38% | 628 |
| Public Time Deposits | 0.26% | 40.0 | 40.0 | 5.34% | 5.34% | 86 |
| Negotiable CDs | 13.32% | 2,080.0 | 2,081.7 | 5.80% | 5.80% | 127 |
| Commercial Paper | 7.44% | 1,164.1 | 1,163.6 | 0.00% | 5.52% | 65 |
| Money Market Funds | 10.80% | 1,688.3 | 1,688.3 | 5.24% | 5.24% | 1 |
| Supranationals | 3.81% | 608.1 | 595.1 | 2.12% | 2.02% | 295 |
| Totals | 100.0% | \$ 15,935.7 | \$ 15,631.5 | 3.07% | 3.61% | 438 |

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

Portfolio Summary Pooled Fund

As of March 31, 2024

| <i>(in \$ million)</i> | | | | | | | |
|--|--------------------|--------------------|---------------------|--------------------------|-----------------------------|-------------------------------|-------------------|
| Security Type | Par Value | Book Value | Market Value | Market/Book Price | Current % Allocation | Max. Policy Allocation | Compliant? |
| U.S. Treasuries | \$ 3,560.0 | \$ 3,551.2 | \$ 3,392.1 | 95.52 | 22.28% | 100% | Yes |
| Federal Agencies | 6,812.6 | 6,804.0 | 6,670.7 | 98.04 | 42.70% | 100% | Yes |
| State & Local Government | | | | | | | |
| Agency Obligations | - | - | - | - | 0.00% | 20% | Yes |
| Public Time Deposits | 40.0 | 40.0 | 40.0 | 100.00 | 0.25% | 100% | Yes |
| Negotiable CDs | 2,080.0 | 2,080.0 | 2,081.7 | 100.08 | 13.05% | 30% | Yes |
| Bankers Acceptances | - | - | - | - | 0.00% | 40% | Yes |
| Commercial Paper | 1,175.5 | 1,164.1 | 1,163.6 | 99.96 | 7.30% | 25% | Yes |
| Medium Term Notes | - | - | - | - | 0.00% | 30% | Yes |
| Repurchase Agreements | - | - | - | - | 0.00% | 10% | Yes |
| Reverse Repurchase/ Securities Lending Agreements | - | - | - | - | 0.00% | \$75mm | Yes |
| Money Market Funds - Government | 1,688.3 | 1,688.3 | 1,688.3 | 100.00 | 10.59% | 20% | Yes |
| LAIF | - | - | - | - | 0.00% | \$50mm | Yes |
| Supranationals | 607.7 | 608.1 | 595.1 | 97.86 | 3.82% | 30% | Yes |
| TOTAL | \$ 15,964.1 | \$ 15,935.7 | \$ 15,631.5 | 98.09 | 100.00% | - | Yes |

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

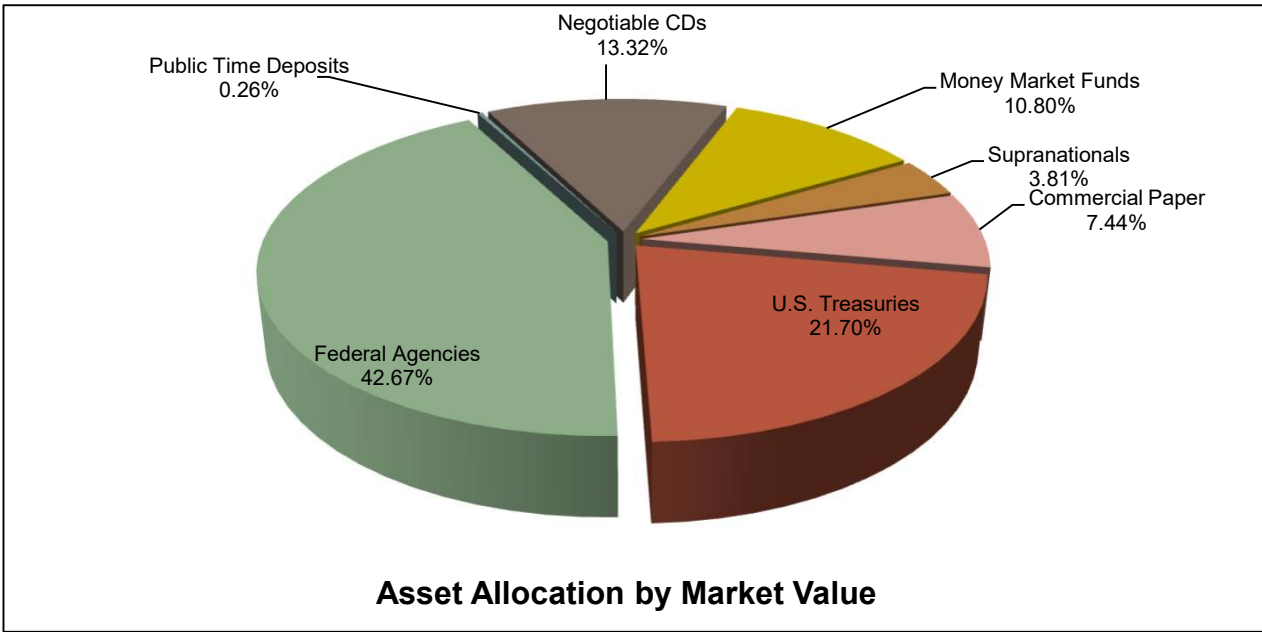
Totals may not add due to rounding.

City and County of San Francisco Pooled Fund Portfolio Statistics

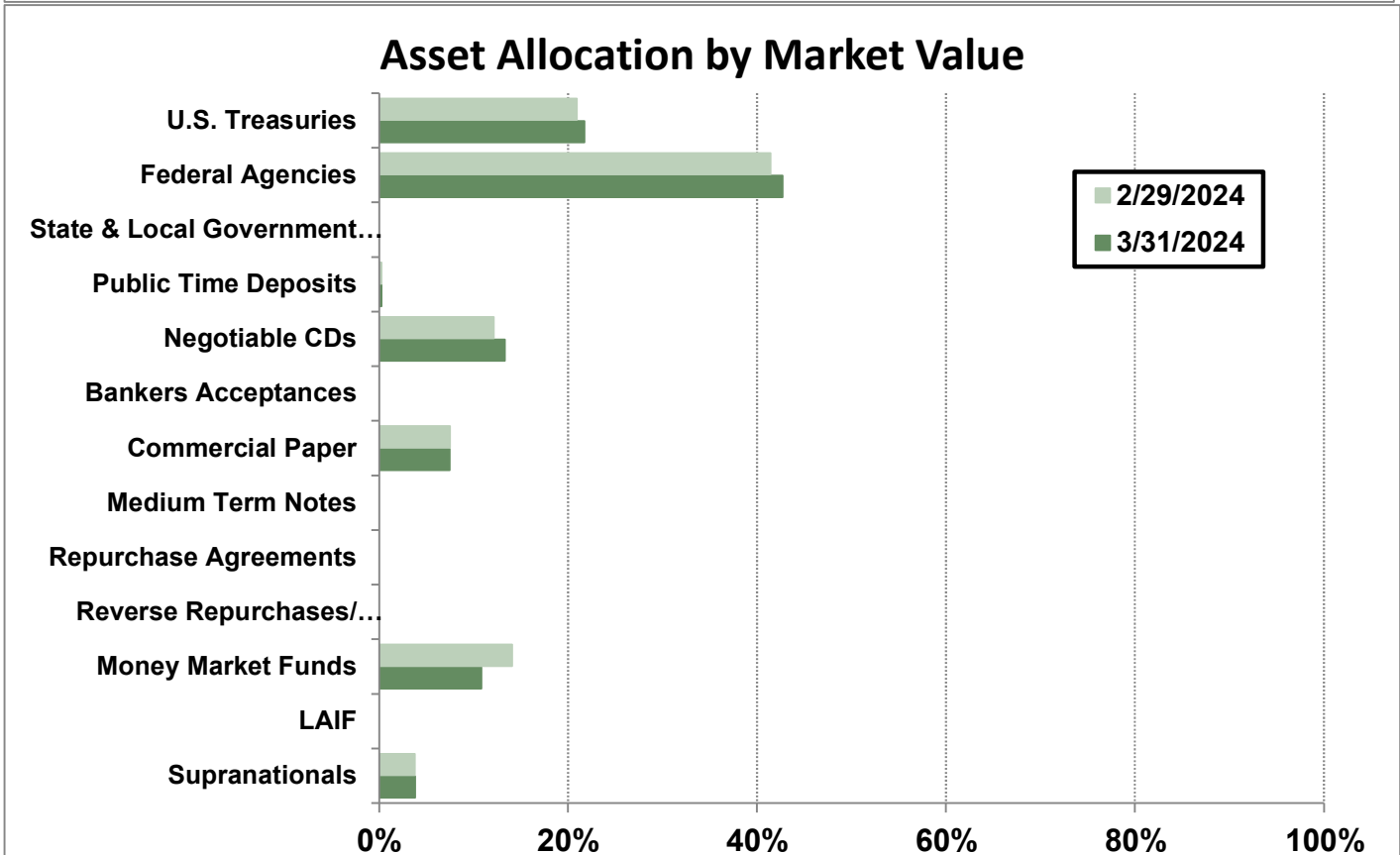
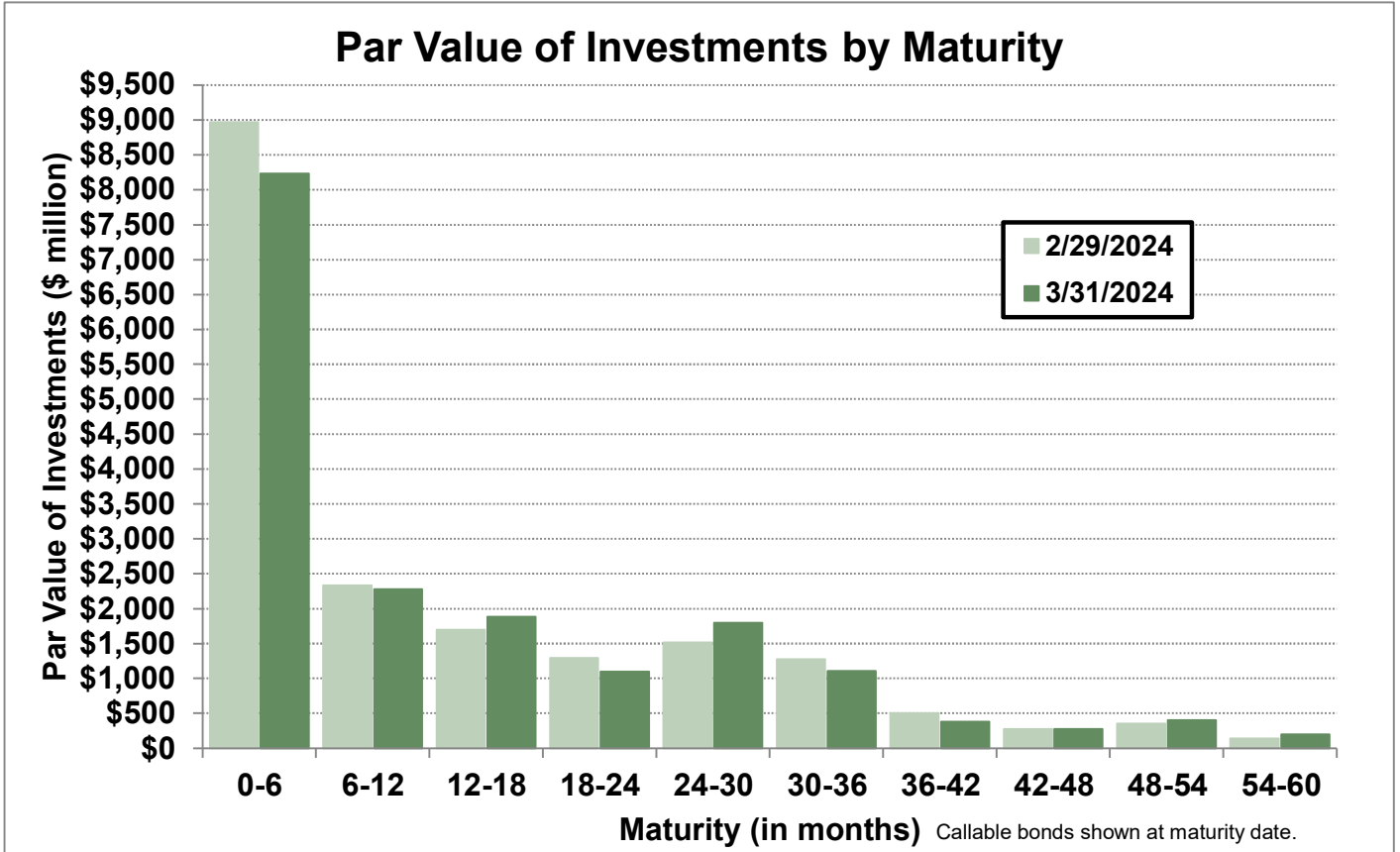
For the month ended March 31, 2024

| | |
|---------------------------|------------------|
| Average Daily Balance | \$16,065,434,898 |
| Net Earnings | \$48,329,017 |
| Earned Income Return | 3.55% |
| Weighted Average Maturity | 438 days |

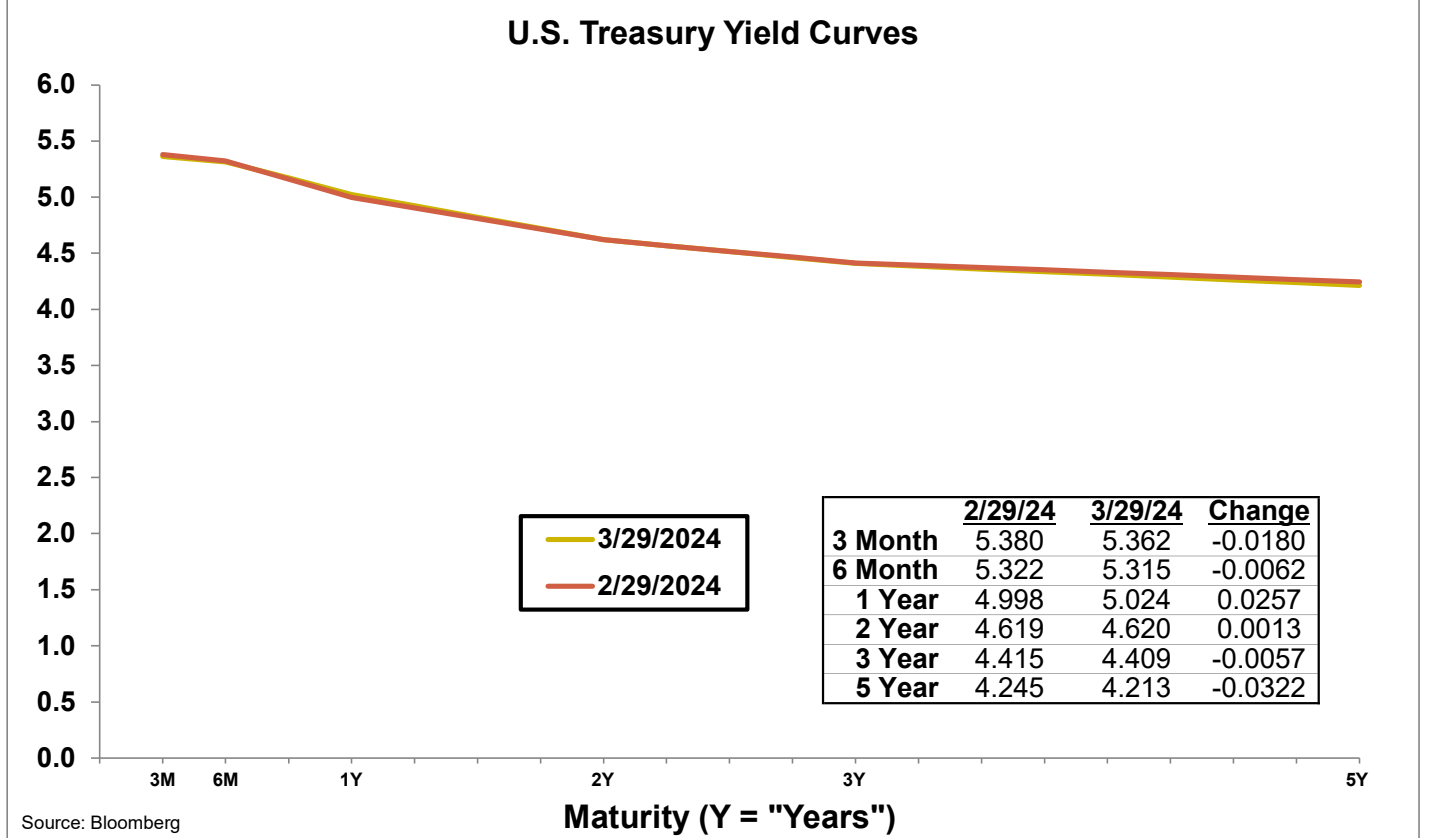
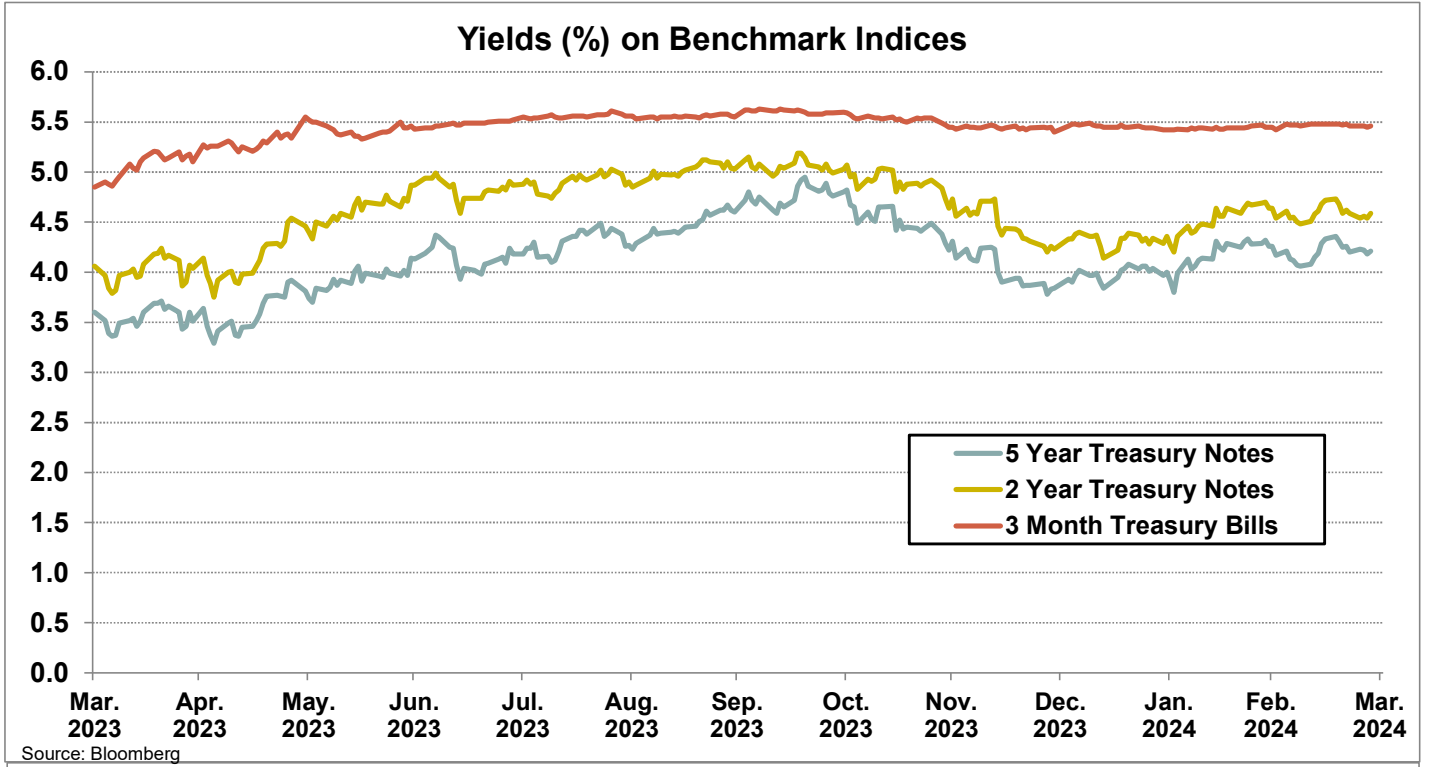
| Investment Type | (\$ million) | Par Value | Book Value | Market Value |
|----------------------|--------------|--------------------|--------------------|--------------------|
| U.S. Treasuries | | \$ 3,560.0 | \$ 3,551.2 | \$ 3,392.1 |
| Federal Agencies | | 6,812.6 | 6,804.0 | 6,670.7 |
| Public Time Deposits | | 40.0 | 40.0 | 40.0 |
| Negotiable CDs | | 2,080.0 | 2,080.0 | 2,081.7 |
| Commercial Paper | | 1,175.5 | 1,164.1 | 1,163.6 |
| Money Market Funds | | 1,688.3 | 1,688.3 | 1,688.3 |
| Supranationals | | 607.7 | 608.1 | 595.1 |
| Total | | \$ 15,964.1 | \$ 15,935.7 | \$ 15,631.5 |



Portfolio Analysis
Pooled Fund



Yield Curves



Investment Inventory

Pooled Fund

As of March 31, 2024

| Type of Investment | CUSIP | Issuer Name | Maturity | | Coupon | Par Value | Original Cost | Amortized | |
|--------------------|-----------|--------------------|-------------|------------|--------|----------------|---------------|---------------|---------------|
| | | | Settle Date | Date | | | | Book Value | Market Value |
| U.S. Treasuries | 912797JP3 | U.S. Treasury Bill | 12/26/2023 | 4/23/2024 | 0.00 | \$ 100,000,000 | \$ 98,274,500 | \$ 99,681,000 | \$ 99,678,000 |
| U.S. Treasuries | 912797JQ1 | U.S. Treasury Bill | 3/5/2024 | 4/30/2024 | 0.00 | 35,000,000 | 34,712,457 | 34,851,094 | 34,851,600 |
| U.S. Treasuries | 91282CCC3 | U.S. Treasury Note | 7/2/2021 | 5/15/2024 | 0.25 | 50,000,000 | 49,718,750 | 49,988,192 | 49,694,000 |
| U.S. Treasuries | 912828XT2 | U.S. Treasury Note | 7/6/2021 | 5/31/2024 | 2.00 | 50,000,000 | 52,263,672 | 50,128,132 | 49,730,000 |
| U.S. Treasuries | 91282CCL3 | U.S. Treasury Note | 8/6/2021 | 7/15/2024 | 0.38 | 50,000,000 | 49,998,047 | 49,999,809 | 49,292,500 |
| U.S. Treasuries | 91282CCL3 | U.S. Treasury Note | 8/9/2021 | 7/15/2024 | 0.38 | 50,000,000 | 49,960,938 | 49,996,170 | 49,292,500 |
| U.S. Treasuries | 91282CCL3 | U.S. Treasury Note | 4/12/2022 | 7/15/2024 | 0.38 | 50,000,000 | 47,572,266 | 49,691,016 | 49,292,500 |
| U.S. Treasuries | 912828Y87 | U.S. Treasury Note | 3/30/2021 | 7/31/2024 | 1.75 | 50,000,000 | 52,210,938 | 50,219,461 | 49,412,000 |
| U.S. Treasuries | 91282CCT6 | U.S. Treasury Note | 8/25/2021 | 8/15/2024 | 0.38 | 50,000,000 | 49,898,438 | 49,987,281 | 49,089,000 |
| U.S. Treasuries | 912797GL5 | U.S. Treasury Bill | 3/12/2024 | 9/5/2024 | 0.00 | 50,000,000 | 48,745,832 | 48,887,546 | 48,884,000 |
| U.S. Treasuries | 912828YM6 | U.S. Treasury Note | 4/15/2021 | 10/31/2024 | 1.50 | 50,000,000 | 51,746,094 | 50,287,195 | 48,929,500 |
| U.S. Treasuries | 912828G38 | U.S. Treasury Note | 3/9/2021 | 11/15/2024 | 2.25 | 50,000,000 | 53,160,156 | 50,534,904 | 49,094,000 |
| U.S. Treasuries | 912828G38 | U.S. Treasury Note | 3/12/2021 | 11/15/2024 | 2.25 | 50,000,000 | 53,228,516 | 50,547,695 | 49,094,000 |
| U.S. Treasuries | 912828YY0 | U.S. Treasury Note | 3/15/2021 | 12/31/2024 | 1.75 | 50,000,000 | 52,226,563 | 50,439,854 | 48,754,000 |
| U.S. Treasuries | 912828Z52 | U.S. Treasury Note | 3/30/2021 | 1/31/2025 | 1.38 | 50,000,000 | 51,515,625 | 50,329,484 | 48,484,500 |
| U.S. Treasuries | 912828Z52 | U.S. Treasury Note | 4/15/2021 | 1/31/2025 | 1.38 | 50,000,000 | 51,507,813 | 50,331,567 | 48,484,500 |
| U.S. Treasuries | 912828ZC7 | U.S. Treasury Note | 3/15/2021 | 2/28/2025 | 1.13 | 50,000,000 | 51,011,719 | 50,232,989 | 48,246,500 |
| U.S. Treasuries | 912828ZC7 | U.S. Treasury Note | 3/31/2021 | 2/28/2025 | 1.13 | 50,000,000 | 50,998,047 | 50,232,412 | 48,246,500 |
| U.S. Treasuries | 912828ZF0 | U.S. Treasury Note | 4/15/2021 | 3/31/2025 | 0.50 | 50,000,000 | 49,779,297 | 49,944,443 | 47,822,000 |
| U.S. Treasuries | 912828ZF0 | U.S. Treasury Note | 4/19/2021 | 3/31/2025 | 0.50 | 50,000,000 | 49,839,844 | 49,959,572 | 47,822,000 |
| U.S. Treasuries | 912828ZL7 | U.S. Treasury Note | 5/18/2021 | 4/30/2025 | 0.38 | 50,000,000 | 49,615,234 | 49,894,943 | 47,595,500 |
| U.S. Treasuries | 912828XB1 | U.S. Treasury Note | 9/2/2021 | 5/15/2025 | 2.13 | 50,000,000 | 52,849,609 | 50,862,687 | 48,461,000 |
| U.S. Treasuries | 912828ZW3 | U.S. Treasury Note | 3/8/2021 | 6/30/2025 | 0.25 | 50,000,000 | 49,140,625 | 49,751,736 | 47,209,000 |
| U.S. Treasuries | 912828ZW3 | U.S. Treasury Note | 3/9/2021 | 6/30/2025 | 0.25 | 50,000,000 | 49,042,969 | 49,723,349 | 47,209,000 |
| U.S. Treasuries | 912828ZW3 | U.S. Treasury Note | 5/12/2021 | 6/30/2025 | 0.25 | 50,000,000 | 49,281,250 | 49,783,423 | 47,209,000 |
| U.S. Treasuries | 912828ZW3 | U.S. Treasury Note | 5/13/2021 | 6/30/2025 | 0.25 | 50,000,000 | 49,183,594 | 49,753,834 | 47,209,000 |
| U.S. Treasuries | 912828ZW3 | U.S. Treasury Note | 5/18/2021 | 6/30/2025 | 0.25 | 50,000,000 | 49,253,906 | 49,774,287 | 47,209,000 |
| U.S. Treasuries | 912828ZW3 | U.S. Treasury Note | 7/12/2021 | 6/30/2025 | 0.25 | 50,000,000 | 49,310,547 | 49,783,505 | 47,209,000 |
| U.S. Treasuries | 912828ZW3 | U.S. Treasury Note | 8/5/2021 | 6/30/2025 | 0.25 | 50,000,000 | 49,500,000 | 49,840,351 | 47,209,000 |
| U.S. Treasuries | 912828ZW3 | U.S. Treasury Note | 8/6/2021 | 6/30/2025 | 0.25 | 50,000,000 | 49,406,250 | 49,810,284 | 47,209,000 |
| U.S. Treasuries | 912828ZW3 | U.S. Treasury Note | 12/7/2021 | 6/30/2025 | 0.25 | 50,000,000 | 48,628,906 | 49,520,486 | 47,209,000 |
| U.S. Treasuries | 91282CHL8 | U.S. Treasury Note | 2/6/2024 | 6/30/2025 | 4.63 | 50,000,000 | 49,976,563 | 49,979,090 | 49,824,000 |
| U.S. Treasuries | 91282CAB7 | U.S. Treasury Note | 8/5/2021 | 7/31/2025 | 0.25 | 50,000,000 | 49,458,984 | 49,819,414 | 47,041,000 |
| U.S. Treasuries | 91282CAB7 | U.S. Treasury Note | 8/6/2021 | 7/31/2025 | 0.25 | 50,000,000 | 49,363,281 | 49,787,323 | 47,041,000 |
| U.S. Treasuries | 91282CFK2 | U.S. Treasury Note | 10/7/2022 | 9/15/2025 | 3.50 | 50,000,000 | 48,968,750 | 49,489,176 | 49,074,000 |
| U.S. Treasuries | 91282CAM3 | U.S. Treasury Note | 5/12/2021 | 9/30/2025 | 0.25 | 50,000,000 | 49,109,375 | 49,695,898 | 46,732,500 |
| U.S. Treasuries | 91282CAM3 | U.S. Treasury Note | 7/26/2021 | 9/30/2025 | 0.25 | 50,000,000 | 49,281,250 | 49,742,530 | 46,732,500 |
| U.S. Treasuries | 91282CAT8 | U.S. Treasury Note | 2/25/2021 | 10/31/2025 | 0.25 | 50,000,000 | 49,298,828 | 49,762,857 | 46,584,000 |
| U.S. Treasuries | 91282CAT8 | U.S. Treasury Note | 3/2/2021 | 10/31/2025 | 0.25 | 50,000,000 | 49,078,125 | 49,687,298 | 46,584,000 |
| U.S. Treasuries | 91282CAT8 | U.S. Treasury Note | 3/4/2021 | 10/31/2025 | 0.25 | 50,000,000 | 49,048,828 | 49,676,982 | 46,584,000 |
| U.S. Treasuries | 91282CBC4 | U.S. Treasury Note | 2/25/2021 | 12/31/2025 | 0.38 | 50,000,000 | 49,455,078 | 49,803,274 | 46,385,000 |
| U.S. Treasuries | 91282CBC4 | U.S. Treasury Note | 2/26/2021 | 12/31/2025 | 0.38 | 50,000,000 | 49,271,484 | 49,736,845 | 46,385,000 |
| U.S. Treasuries | 91282CBW0 | U.S. Treasury Note | 6/28/2021 | 4/30/2026 | 0.75 | 50,000,000 | 49,662,109 | 49,854,862 | 46,205,000 |
| U.S. Treasuries | 91282CBW0 | U.S. Treasury Note | 7/2/2021 | 4/30/2026 | 0.75 | 50,000,000 | 49,730,469 | 49,883,962 | 46,205,000 |
| U.S. Treasuries | 912828R36 | U.S. Treasury Note | 7/23/2021 | 5/15/2026 | 1.63 | 50,000,000 | 52,203,125 | 50,970,529 | 47,008,000 |
| U.S. Treasuries | 912828R36 | U.S. Treasury Note | 8/27/2021 | 5/15/2026 | 1.63 | 50,000,000 | 51,890,625 | 50,849,793 | 47,008,000 |
| U.S. Treasuries | 91282CCJ8 | U.S. Treasury Note | 7/2/2021 | 6/30/2026 | 0.88 | 50,000,000 | 49,931,641 | 49,969,268 | 46,115,500 |
| U.S. Treasuries | 91282CCJ8 | U.S. Treasury Note | 7/14/2021 | 6/30/2026 | 0.88 | 50,000,000 | 50,070,313 | 50,031,819 | 46,115,500 |
| U.S. Treasuries | 91282CCJ8 | U.S. Treasury Note | 7/22/2021 | 6/30/2026 | 0.88 | 50,000,000 | 50,345,703 | 50,157,138 | 46,115,500 |

Investment Inventory Pooled Fund

| Type of Investment | CUSIP | Issuer Name | Maturity | | | Amortized | | | | |
|--------------------|-----------|---------------------------------|-------------|------------|--------|---------------|-------------------------|-------------------------|-------------------------|-------------------------|
| | | | Settle Date | Date | Coupon | Par Value | Original Cost | Book Value | Market Value | |
| U.S. Treasuries | 91282CCJ8 | U.S. Treasury Note | 7/22/2021 | 6/30/2026 | 0.88 | 50,000,000 | 50,328,125 | 50,149,148 | 46,115,500 | |
| U.S. Treasuries | 91282CCJ8 | U.S. Treasury Note | 8/6/2021 | 6/30/2026 | 0.88 | 50,000,000 | 50,406,250 | 50,186,207 | 46,115,500 | |
| U.S. Treasuries | 91282CCJ8 | U.S. Treasury Note | 8/10/2021 | 6/30/2026 | 0.88 | 50,000,000 | 50,240,234 | 50,110,360 | 46,115,500 | |
| U.S. Treasuries | 91282CCJ8 | U.S. Treasury Note | 9/24/2021 | 6/30/2026 | 0.88 | 50,000,000 | 49,937,500 | 49,970,546 | 46,115,500 | |
| U.S. Treasuries | 91282CCJ8 | U.S. Treasury Note | 10/14/2021 | 6/30/2026 | 0.88 | 50,000,000 | 49,593,750 | 49,806,323 | 46,115,500 | |
| U.S. Treasuries | 91282CCJ8 | U.S. Treasury Note | 1/4/2022 | 6/30/2026 | 0.88 | 50,000,000 | 49,027,344 | 49,513,078 | 46,115,500 | |
| U.S. Treasuries | 91282CCW9 | U.S. Treasury Note | 9/28/2021 | 8/31/2026 | 0.75 | 50,000,000 | 49,449,219 | 49,729,817 | 45,720,500 | |
| U.S. Treasuries | 91282CCZ2 | U.S. Treasury Note | 10/8/2021 | 9/30/2026 | 0.88 | 50,000,000 | 49,689,453 | 49,844,214 | 45,773,500 | |
| U.S. Treasuries | 91282CCZ2 | U.S. Treasury Note | 10/8/2021 | 9/30/2026 | 0.88 | 50,000,000 | 49,671,875 | 49,835,396 | 45,773,500 | |
| U.S. Treasuries | 91282CCZ2 | U.S. Treasury Note | 10/19/2021 | 9/30/2026 | 0.88 | 50,000,000 | 49,318,359 | 49,655,973 | 45,773,500 | |
| U.S. Treasuries | 91282CDK4 | U.S. Treasury Note | 12/3/2021 | 11/30/2026 | 1.25 | 50,000,000 | 50,072,266 | 50,038,571 | 45,990,500 | |
| U.S. Treasuries | 91282CDK4 | U.S. Treasury Note | 12/7/2021 | 11/30/2026 | 1.25 | 50,000,000 | 50,117,188 | 50,062,685 | 45,990,500 | |
| U.S. Treasuries | 91282CDK4 | U.S. Treasury Note | 3/29/2022 | 11/30/2026 | 1.25 | 50,000,000 | 47,078,125 | 48,334,514 | 45,990,500 | |
| U.S. Treasuries | 91282CDQ1 | U.S. Treasury Note | 3/29/2022 | 12/31/2026 | 1.25 | 50,000,000 | 47,107,422 | 48,329,029 | 45,918,000 | |
| U.S. Treasuries | 91282CEF4 | U.S. Treasury Note | 4/6/2022 | 3/31/2027 | 2.50 | 25,000,000 | 24,757,813 | 24,854,421 | 23,678,750 | |
| U.S. Treasuries | 91282CEW7 | U.S. Treasury Note | 3/21/2024 | 6/30/2027 | 3.25 | 50,000,000 | 48,203,125 | 48,219,651 | 48,304,500 | |
| U.S. Treasuries | 91282CHK0 | U.S. Treasury Note | 1/5/2024 | 6/30/2028 | 4.00 | 50,000,000 | 49,974,609 | 49,975,958 | 49,470,500 | |
| U.S. Treasuries | 91282CHK0 | U.S. Treasury Note | 1/18/2024 | 6/30/2028 | 4.00 | 50,000,000 | 49,927,734 | 49,931,025 | 49,470,500 | |
| U.S. Treasuries | 91282CHK0 | U.S. Treasury Note | 1/18/2024 | 6/30/2028 | 4.00 | 50,000,000 | 49,904,297 | 49,908,655 | 49,470,500 | |
| U.S. Treasuries | 91282CHK0 | U.S. Treasury Note | 2/6/2024 | 6/30/2028 | 4.00 | 50,000,000 | 49,677,734 | 49,688,771 | 49,470,500 | |
| U.S. Treasuries | 91282CHK0 | U.S. Treasury Note | 2/27/2024 | 6/30/2028 | 4.00 | 50,000,000 | 49,298,828 | 49,313,869 | 49,470,500 | |
| U.S. Treasuries | 91282CHX2 | U.S. Treasury Note | 12/12/2023 | 8/31/2028 | 4.38 | 50,000,000 | 50,115,234 | 50,107,815 | 50,232,500 | |
| Subtotals | | | | | | 1.20 | \$ 3,560,000,000 | \$ 3,553,623,414 | \$ 3,551,232,784 | \$ 3,392,062,350 |
| Federal Agencies | 3133EMWV0 | Federal Farm Credit Bank | 5/4/2021 | 4/22/2024 | 0.35 | \$ 16,545,000 | \$ 16,549,633 | \$ 16,545,090 | \$ 16,499,005 | |
| Federal Agencies | 3133EMWV0 | Federal Farm Credit Bank | 5/4/2021 | 4/22/2024 | 0.35 | 29,424,000 | 29,432,239 | 29,424,160 | 29,342,201 | |
| Federal Agencies | 3133EMWV0 | Federal Farm Credit Bank | 5/4/2021 | 4/22/2024 | 0.35 | 39,000,000 | 39,010,920 | 39,010,212 | 38,891,580 | |
| Federal Agencies | 3133ENWP1 | Federal Farm Credit Bank | 5/16/2022 | 5/16/2024 | 2.63 | 45,000,000 | 44,939,250 | 44,996,260 | 44,847,000 | |
| Federal Agencies | 3133ENWP1 | Federal Farm Credit Bank | 5/16/2022 | 5/16/2024 | 2.63 | 50,000,000 | 49,932,500 | 49,995,845 | 49,830,000 | |
| Federal Agencies | 3133ENYH7 | Federal Farm Credit Bank | 6/10/2022 | 6/10/2024 | 2.63 | 100,000,000 | 99,871,000 | 99,987,647 | 99,500,000 | |
| Federal Agencies | 3130A1XJ2 | Federal Home Loan Bank | 5/18/2022 | 6/14/2024 | 2.88 | 15,955,000 | 16,008,449 | 15,960,218 | 15,877,778 | |
| Federal Agencies | 3130A1XJ2 | Federal Home Loan Bank | 5/18/2022 | 6/14/2024 | 2.88 | 17,980,000 | 18,043,829 | 17,986,231 | 17,892,977 | |
| Federal Agencies | 3130A1XJ2 | Federal Home Loan Bank | 5/12/2022 | 6/14/2024 | 2.88 | 25,500,000 | 25,552,530 | 25,505,088 | 25,376,580 | |
| Federal Agencies | 3130A1XJ2 | Federal Home Loan Bank | 5/16/2022 | 6/14/2024 | 2.88 | 50,000,000 | 50,204,000 | 50,019,863 | 49,758,000 | |
| Federal Agencies | 3130ASHK8 | Federal Home Loan Bank | 7/22/2022 | 6/14/2024 | 3.13 | 28,000,000 | 27,904,520 | 27,989,804 | 27,874,560 | |
| Federal Agencies | 3130ASHK8 | Federal Home Loan Bank | 7/22/2022 | 6/14/2024 | 3.13 | 28,210,000 | 28,114,932 | 28,199,848 | 28,083,619 | |
| Federal Agencies | 3133ENYX2 | Federal Farm Credit Bank | 6/17/2022 | 6/17/2024 | 3.25 | 25,000,000 | 24,970,500 | 24,996,893 | 24,892,000 | |
| Federal Agencies | 3133ENYX2 | Federal Farm Credit Bank | 6/17/2022 | 6/17/2024 | 3.25 | 25,000,000 | 24,970,750 | 24,996,919 | 24,892,000 | |
| Federal Agencies | 3133ENYX2 | Federal Farm Credit Bank | 6/17/2022 | 6/17/2024 | 3.25 | 50,000,000 | 49,970,000 | 49,996,840 | 49,784,000 | |
| Federal Agencies | 3133ENZS2 | Federal Farm Credit Bank | 6/28/2022 | 6/28/2024 | 3.10 | 25,000,000 | 24,987,500 | 24,998,495 | 24,856,250 | |
| Federal Agencies | 3133ENZS2 | Federal Farm Credit Bank | 6/28/2022 | 6/28/2024 | 3.10 | 25,000,000 | 24,986,500 | 24,998,375 | 24,856,250 | |
| Federal Agencies | 3133ENZS2 | Federal Farm Credit Bank | 6/28/2022 | 6/28/2024 | 3.10 | 50,000,000 | 49,973,000 | 49,996,750 | 49,712,500 | |
| Federal Agencies | 313384YV5 | Federal Home Loan Bank Discount | 10/31/2023 | 7/1/2024 | 0.00 | 25,000,000 | 24,111,264 | 24,668,545 | 24,662,500 | |
| Federal Agencies | 313384YV5 | Federal Home Loan Bank Discount | 10/31/2023 | 7/1/2024 | 0.00 | 25,000,000 | 24,111,264 | 24,668,545 | 24,662,500 | |
| Federal Agencies | 313384YV5 | Federal Home Loan Bank Discount | 10/31/2023 | 7/1/2024 | 0.00 | 25,000,000 | 24,111,264 | 24,668,545 | 24,662,500 | |
| Federal Agencies | 313384YZ6 | Federal Home Loan Bank Discount | 2/21/2024 | 7/5/2024 | 0.00 | 25,000,000 | 24,518,125 | 24,660,903 | 24,648,250 | |
| Federal Agencies | 3130ASME6 | Federal Home Loan Bank | 7/8/2022 | 7/8/2024 | 3.00 | 10,000,000 | 9,980,600 | 9,997,399 | 9,937,200 | |
| Federal Agencies | 3130ASME6 | Federal Home Loan Bank | 7/8/2022 | 7/8/2024 | 3.00 | 15,000,000 | 14,970,900 | 14,996,099 | 14,905,800 | |
| Federal Agencies | 3130ASME6 | Federal Home Loan Bank | 7/8/2022 | 7/8/2024 | 3.00 | 17,500,000 | 17,466,050 | 17,495,449 | 17,390,100 | |
| Federal Agencies | 313384ZT9 | Federal Home Loan Bank Discount | 2/21/2024 | 7/23/2024 | 0.00 | 15,000,000 | 14,674,238 | 14,759,404 | 14,750,700 | |

Investment Inventory

Pooled Fund

| Type of Investment | CUSIP | Issuer Name | Maturity | | | Par Value | Original Cost | Amortized | |
|--------------------|-----------|---------------------------------|-------------|------------|--------|-------------|---------------|-------------|--------------|
| | | | Settle Date | Date | Coupon | | | Book Value | Market Value |
| Federal Agencies | 3133EMV25 | Federal Farm Credit Bank | 8/6/2021 | 7/23/2024 | 0.45 | 50,000,000 | 50,092,000 | 50,009,608 | 49,264,500 |
| Federal Agencies | 3133EPBF1 | Federal Farm Credit Bank | 2/21/2023 | 8/21/2024 | 4.88 | 10,000,000 | 9,995,700 | 9,984,884 | 9,984,600 |
| Federal Agencies | 3133EPBF1 | Federal Farm Credit Bank | 2/21/2023 | 8/21/2024 | 4.88 | 20,000,000 | 19,992,000 | 19,997,923 | 19,969,200 |
| Federal Agencies | 3133EPBF1 | Federal Farm Credit Bank | 2/21/2023 | 8/21/2024 | 4.88 | 25,000,000 | 24,990,000 | 24,997,404 | 24,961,500 |
| Federal Agencies | 3133ENJ84 | Federal Farm Credit Bank | 8/26/2022 | 8/26/2024 | 3.38 | 50,000,000 | 49,916,500 | 49,983,209 | 49,631,000 |
| Federal Agencies | 3130ATVD6 | Federal Home Loan Bank | 11/10/2022 | 9/13/2024 | 4.88 | 50,000,000 | 50,062,000 | 50,015,201 | 49,902,500 |
| Federal Agencies | 3133EM5X6 | Federal Farm Credit Bank | 9/23/2021 | 9/23/2024 | 0.43 | 25,000,000 | 24,974,750 | 24,995,968 | 24,460,750 |
| Federal Agencies | 3133EM5X6 | Federal Farm Credit Bank | 9/23/2021 | 9/23/2024 | 0.43 | 50,000,000 | 49,949,500 | 49,991,937 | 48,921,500 |
| Federal Agencies | 3133EM5X6 | Federal Farm Credit Bank | 9/23/2021 | 9/23/2024 | 0.43 | 50,000,000 | 49,949,500 | 49,991,937 | 48,921,500 |
| Federal Agencies | 3133ENP79 | Federal Farm Credit Bank | 9/26/2022 | 9/26/2024 | 4.25 | 50,000,000 | 49,996,000 | 49,999,026 | 49,765,000 |
| Federal Agencies | 3130ATT31 | Federal Home Loan Bank | 11/1/2022 | 10/3/2024 | 4.50 | 50,000,000 | 49,860,500 | 49,963,237 | 49,806,500 |
| Federal Agencies | 3135GAFY2 | Fannie Mae | 4/3/2023 | 10/3/2024 | 5.32 | 25,000,000 | 25,000,000 | 25,000,000 | 24,979,250 |
| Federal Agencies | 3135GAFY2 | Fannie Mae | 4/3/2023 | 10/3/2024 | 5.32 | 25,000,000 | 25,000,000 | 25,000,000 | 24,979,250 |
| Federal Agencies | 3135GAFY2 | Fannie Mae | 4/3/2023 | 10/3/2024 | 5.32 | 50,000,000 | 50,000,000 | 50,000,000 | 49,958,500 |
| Federal Agencies | 313384K32 | Federal Home Loan Bank Discount | 3/26/2024 | 10/11/2024 | 0.00 | 25,000,000 | 24,306,264 | 24,327,181 | 24,317,250 |
| Federal Agencies | 3133EPHD0 | Federal Farm Credit Bank | 4/28/2023 | 10/28/2024 | 4.50 | 20,000,000 | 19,968,400 | 19,987,913 | 19,939,400 |
| Federal Agencies | 3133EPHD0 | Federal Farm Credit Bank | 4/28/2023 | 10/28/2024 | 4.50 | 25,000,000 | 24,959,000 | 24,984,317 | 24,924,250 |
| Federal Agencies | 3133ENEJ5 | Federal Farm Credit Bank | 11/18/2021 | 11/18/2024 | 0.88 | 10,000,000 | 9,988,500 | 9,997,576 | 9,733,400 |
| Federal Agencies | 3133ENEJ5 | Federal Farm Credit Bank | 11/18/2021 | 11/18/2024 | 0.88 | 10,000,000 | 9,988,500 | 9,997,576 | 9,733,400 |
| Federal Agencies | 3133ENEJ5 | Federal Farm Credit Bank | 11/18/2021 | 11/18/2024 | 0.88 | 50,000,000 | 49,942,500 | 49,987,881 | 48,667,000 |
| Federal Agencies | 3133ENZ94 | Federal Farm Credit Bank | 11/18/2022 | 11/18/2024 | 4.50 | 25,000,000 | 24,973,500 | 24,991,626 | 24,889,750 |
| Federal Agencies | 3133ELCP7 | Federal Farm Credit Bank | 12/3/2019 | 12/3/2024 | 1.63 | 25,000,000 | 24,960,000 | 24,994,614 | 24,427,000 |
| Federal Agencies | 3133ENGQ7 | Federal Farm Credit Bank | 12/9/2021 | 12/9/2024 | 0.92 | 50,000,000 | 49,985,000 | 49,996,551 | 48,590,500 |
| Federal Agencies | 3133ENGQ7 | Federal Farm Credit Bank | 12/9/2021 | 12/9/2024 | 0.92 | 50,000,000 | 49,963,000 | 49,991,493 | 48,590,500 |
| Federal Agencies | 3133EN4N7 | Federal Farm Credit Bank | 12/20/2022 | 12/20/2024 | 4.25 | 10,000,000 | 9,982,900 | 9,993,848 | 9,937,400 |
| Federal Agencies | 3133EN4N7 | Federal Farm Credit Bank | 12/20/2022 | 12/20/2024 | 4.25 | 25,000,000 | 24,954,500 | 24,983,630 | 24,843,500 |
| Federal Agencies | 3133EN4N7 | Federal Farm Credit Bank | 12/20/2022 | 12/20/2024 | 4.25 | 25,000,000 | 24,954,500 | 24,983,630 | 24,843,500 |
| Federal Agencies | 3135GAG39 | Fannie Mae | 3/30/2023 | 12/30/2024 | 5.38 | 25,000,000 | 25,000,000 | 25,000,000 | 24,964,250 |
| Federal Agencies | 3135GAG39 | Fannie Mae | 3/30/2023 | 12/30/2024 | 5.38 | 25,000,000 | 25,000,000 | 25,000,000 | 24,964,250 |
| Federal Agencies | 3135GAG39 | Fannie Mae | 3/30/2023 | 12/30/2024 | 5.38 | 25,000,000 | 25,000,000 | 25,000,000 | 24,964,250 |
| Federal Agencies | 3135GAG39 | Fannie Mae | 3/30/2023 | 12/30/2024 | 5.38 | 25,000,000 | 25,000,000 | 25,000,000 | 24,964,250 |
| Federal Agencies | 3133ENKS8 | Federal Farm Credit Bank | 1/11/2022 | 1/6/2025 | 1.13 | 20,000,000 | 19,955,000 | 19,988,451 | 19,399,000 |
| Federal Agencies | 3133ENKS8 | Federal Farm Credit Bank | 1/11/2022 | 1/6/2025 | 1.13 | 25,000,000 | 24,943,750 | 24,985,564 | 24,248,750 |
| Federal Agencies | 3133ENKS8 | Federal Farm Credit Bank | 1/11/2022 | 1/6/2025 | 1.13 | 25,000,000 | 24,943,750 | 24,985,564 | 24,248,750 |
| Federal Agencies | 3135G0X24 | Fannie Mae | 4/21/2021 | 1/7/2025 | 1.63 | 39,060,000 | 40,632,556 | 39,385,636 | 38,028,816 |
| Federal Agencies | 3133ENZ37 | Federal Farm Credit Bank | 11/10/2022 | 1/10/2025 | 4.88 | 10,000,000 | 9,999,400 | 9,999,785 | 9,977,400 |
| Federal Agencies | 3133ENZ37 | Federal Farm Credit Bank | 11/10/2022 | 1/10/2025 | 4.88 | 20,000,000 | 19,998,800 | 19,999,570 | 19,954,800 |
| Federal Agencies | 3133ENZ37 | Federal Farm Credit Bank | 11/10/2022 | 1/10/2025 | 4.88 | 20,000,000 | 19,999,580 | 19,999,849 | 19,954,800 |
| Federal Agencies | 3130B0MZ9 | Federal Home Loan Bank | 3/27/2024 | 1/27/2025 | 5.10 | 115,000,000 | 115,000,000 | 115,000,000 | 114,990,800 |
| Federal Agencies | 3133EPAG0 | Federal Farm Credit Bank | 2/10/2023 | 2/10/2025 | 4.25 | 10,000,000 | 9,947,200 | 9,929,248 | 9,929,300 |
| Federal Agencies | 3133EPAG0 | Federal Farm Credit Bank | 2/10/2023 | 2/10/2025 | 4.25 | 29,875,000 | 29,716,065 | 29,806,512 | 29,663,784 |
| Federal Agencies | 3137EAEP0 | Freddie Mac | 2/14/2020 | 2/12/2025 | 1.50 | 5,000,000 | 4,996,150 | 4,999,331 | 4,847,150 |
| Federal Agencies | 3137EAEP0 | Freddie Mac | 2/14/2020 | 2/12/2025 | 1.50 | 5,000,000 | 4,996,150 | 4,999,331 | 4,847,150 |
| Federal Agencies | 3137EAEP0 | Freddie Mac | 2/14/2020 | 2/12/2025 | 1.50 | 5,000,000 | 4,996,150 | 4,999,331 | 4,847,150 |
| Federal Agencies | 3137EAEP0 | Freddie Mac | 2/14/2020 | 2/12/2025 | 1.50 | 15,000,000 | 14,988,450 | 14,997,994 | 14,541,450 |
| Federal Agencies | 3137EAEP0 | Freddie Mac | 2/14/2020 | 2/12/2025 | 1.50 | 50,000,000 | 49,961,500 | 49,993,313 | 48,471,500 |
| Federal Agencies | 3137EAEP0 | Freddie Mac | 4/21/2021 | 2/12/2025 | 1.50 | 53,532,000 | 55,450,052 | 53,968,484 | 51,895,527 |
| Federal Agencies | 3130AUVZ4 | Federal Home Loan Bank | 2/13/2023 | 2/13/2025 | 4.50 | 50,000,000 | 49,921,500 | 49,965,851 | 49,762,500 |
| Federal Agencies | 3130AV7L0 | Federal Home Loan Bank | 3/3/2023 | 2/28/2025 | 5.00 | 25,000,000 | 24,967,000 | 24,984,905 | 24,964,250 |
| Federal Agencies | 3130AV7L0 | Federal Home Loan Bank | 3/3/2023 | 2/28/2025 | 5.00 | 35,000,000 | 34,953,800 | 34,978,867 | 34,949,950 |

Investment Inventory

Pooled Fund

| Type of Investment | CUSIP | Issuer Name | Maturity | | | Par Value | Original Cost | Amortized | |
|--------------------|-----------|--------------------------|-------------|------------|--------|------------|---------------|------------|--------------|
| | | | Settle Date | Date | Coupon | | | Book Value | Market Value |
| Federal Agencies | 3133ELQY3 | Federal Farm Credit Bank | 3/23/2020 | 3/3/2025 | 1.21 | 16,000,000 | 15,990,720 | 15,998,273 | 15,456,960 |
| Federal Agencies | 3133ELQY3 | Federal Farm Credit Bank | 3/23/2020 | 3/3/2025 | 1.21 | 24,000,000 | 23,964,240 | 23,993,347 | 23,185,440 |
| Federal Agencies | 3133EMWT5 | Federal Farm Credit Bank | 4/21/2021 | 4/21/2025 | 0.60 | 50,000,000 | 49,973,500 | 49,993,017 | 47,847,000 |
| Federal Agencies | 3135G03U5 | Fannie Mae | 12/8/2021 | 4/22/2025 | 0.63 | 37,938,000 | 37,367,792 | 37,759,202 | 36,223,582 |
| Federal Agencies | 3135G03U5 | Fannie Mae | 7/12/2021 | 4/22/2025 | 0.63 | 50,000,000 | 50,108,000 | 50,030,209 | 47,740,500 |
| Federal Agencies | 3135G03U5 | Fannie Mae | 12/8/2021 | 4/22/2025 | 0.63 | 50,000,000 | 49,243,950 | 49,762,928 | 47,740,500 |
| Federal Agencies | 3133ENXE5 | Federal Farm Credit Bank | 5/23/2022 | 5/23/2025 | 2.85 | 6,000,000 | 5,991,600 | 5,996,804 | 5,866,560 |
| Federal Agencies | 3133ENXE5 | Federal Farm Credit Bank | 5/23/2022 | 5/23/2025 | 2.85 | 20,000,000 | 19,972,000 | 19,989,347 | 19,555,200 |
| Federal Agencies | 3130AWER7 | Federal Home Loan Bank | 6/12/2023 | 6/6/2025 | 4.63 | 10,000,000 | 9,991,700 | 9,995,066 | 9,963,600 |
| Federal Agencies | 3130AWER7 | Federal Home Loan Bank | 6/12/2023 | 6/6/2025 | 4.63 | 15,000,000 | 14,987,550 | 14,992,599 | 14,945,400 |
| Federal Agencies | 3130AWER7 | Federal Home Loan Bank | 6/12/2023 | 6/6/2025 | 4.63 | 25,000,000 | 24,979,250 | 24,987,664 | 24,909,000 |
| Federal Agencies | 3130AWER7 | Federal Home Loan Bank | 6/12/2023 | 6/6/2025 | 4.63 | 52,000,000 | 51,956,840 | 51,974,342 | 51,810,720 |
| Federal Agencies | 3130ASG86 | Federal Home Loan Bank | 8/4/2022 | 6/13/2025 | 3.38 | 11,940,000 | 12,000,178 | 11,965,247 | 11,729,975 |
| Federal Agencies | 3130ASG86 | Federal Home Loan Bank | 8/3/2022 | 6/13/2025 | 3.38 | 12,700,000 | 12,806,045 | 12,744,448 | 12,476,607 |
| Federal Agencies | 3130ATST5 | Federal Home Loan Bank | 5/10/2023 | 6/13/2025 | 4.38 | 3,000,000 | 3,012,270 | 3,017,025 | 2,981,730 |
| Federal Agencies | 3130ATST5 | Federal Home Loan Bank | 5/8/2023 | 6/13/2025 | 4.38 | 9,915,000 | 9,975,878 | 9,949,765 | 9,854,618 |
| Federal Agencies | 3130ATST5 | Federal Home Loan Bank | 5/8/2023 | 6/13/2025 | 4.38 | 10,000,000 | 10,065,000 | 10,037,119 | 9,939,100 |
| Federal Agencies | 3130ATST5 | Federal Home Loan Bank | 5/11/2023 | 6/13/2025 | 4.38 | 10,000,000 | 10,036,000 | 10,020,639 | 9,939,100 |
| Federal Agencies | 3130ATST5 | Federal Home Loan Bank | 5/17/2023 | 6/13/2025 | 4.38 | 24,000,000 | 24,079,440 | 24,045,903 | 23,853,840 |
| Federal Agencies | 3130ATST5 | Federal Home Loan Bank | 5/9/2023 | 6/13/2025 | 4.38 | 25,500,000 | 25,624,695 | 25,571,301 | 25,344,705 |
| Federal Agencies | 3130AWLY4 | Federal Home Loan Bank | 7/25/2023 | 6/13/2025 | 5.13 | 10,800,000 | 10,818,036 | 10,811,466 | 10,820,196 |
| Federal Agencies | 3130AWLY4 | Federal Home Loan Bank | 7/25/2023 | 6/13/2025 | 5.13 | 48,150,000 | 48,241,967 | 48,208,463 | 48,240,041 |
| Federal Agencies | 3133EN4B3 | Federal Farm Credit Bank | 12/13/2022 | 6/13/2025 | 4.25 | 15,000,000 | 14,988,383 | 14,994,427 | 14,897,250 |
| Federal Agencies | 3133EN4B3 | Federal Farm Credit Bank | 12/13/2022 | 6/13/2025 | 4.25 | 15,000,000 | 14,989,800 | 14,995,107 | 14,897,250 |
| Federal Agencies | 3133EN4B3 | Federal Farm Credit Bank | 12/13/2022 | 6/13/2025 | 4.25 | 15,000,000 | 14,989,050 | 14,994,747 | 14,897,250 |
| Federal Agencies | 3133ENYQ7 | Federal Farm Credit Bank | 6/13/2022 | 6/13/2025 | 2.95 | 50,000,000 | 49,975,500 | 49,990,209 | 48,889,500 |
| Federal Agencies | 3135G04Z3 | Fannie Mae | 12/8/2021 | 6/17/2025 | 0.50 | 4,655,000 | 4,556,640 | 4,621,220 | 4,415,500 |
| Federal Agencies | 3135G04Z3 | Fannie Mae | 12/8/2021 | 6/17/2025 | 0.50 | 10,000,000 | 9,789,600 | 9,927,741 | 9,485,500 |
| Federal Agencies | 3130AN4A5 | Federal Home Loan Bank | 7/12/2021 | 6/30/2025 | 0.70 | 17,680,000 | 17,734,631 | 17,697,155 | 16,791,934 |
| Federal Agencies | 3133EPKA2 | Federal Farm Credit Bank | 5/18/2023 | 8/18/2025 | 4.00 | 25,000,000 | 24,982,000 | 24,988,977 | 24,734,750 |
| Federal Agencies | 3133EPKA2 | Federal Farm Credit Bank | 5/18/2023 | 8/18/2025 | 4.00 | 26,500,000 | 26,483,835 | 26,490,101 | 26,218,835 |
| Federal Agencies | 3133EPKA2 | Federal Farm Credit Bank | 5/18/2023 | 8/18/2025 | 4.00 | 30,000,000 | 29,981,700 | 29,988,793 | 29,681,700 |
| Federal Agencies | 3135G05X7 | Fannie Mae | 3/4/2021 | 8/25/2025 | 0.38 | 25,000,000 | 24,684,250 | 24,901,316 | 23,497,750 |
| Federal Agencies | 3135G05X7 | Fannie Mae | 2/25/2021 | 8/25/2025 | 0.38 | 72,500,000 | 71,862,000 | 72,301,451 | 68,143,475 |
| Federal Agencies | 3130B0AD1 | Federal Home Loan Bank | 3/4/2024 | 9/4/2025 | 5.50 | 25,000,000 | 25,000,000 | 25,000,000 | 25,004,500 |
| Federal Agencies | 3130B0AD1 | Federal Home Loan Bank | 3/4/2024 | 9/4/2025 | 5.50 | 25,000,000 | 25,000,000 | 25,000,000 | 25,004,500 |
| Federal Agencies | 3130B0AD1 | Federal Home Loan Bank | 3/4/2024 | 9/4/2025 | 5.50 | 25,000,000 | 25,000,000 | 25,000,000 | 25,004,500 |
| Federal Agencies | 3130B0AD1 | Federal Home Loan Bank | 3/4/2024 | 9/4/2025 | 5.50 | 25,000,000 | 25,000,000 | 25,000,000 | 25,004,500 |
| Federal Agencies | 3130A8ZQ9 | Federal Home Loan Bank | 11/2/2021 | 9/12/2025 | 1.75 | 10,295,000 | 10,575,333 | 10,400,175 | 9,852,727 |
| Federal Agencies | 3133EPVY8 | Federal Farm Credit Bank | 9/15/2023 | 9/15/2025 | 5.00 | 8,230,000 | 8,224,074 | 8,225,688 | 8,241,440 |
| Federal Agencies | 3133EPVY8 | Federal Farm Credit Bank | 9/15/2023 | 9/15/2025 | 5.00 | 15,000,000 | 14,981,850 | 14,986,791 | 15,020,850 |
| Federal Agencies | 3133EPVY8 | Federal Farm Credit Bank | 9/15/2023 | 9/15/2025 | 5.00 | 20,000,000 | 19,975,800 | 19,982,388 | 20,027,800 |
| Federal Agencies | 3137EAEX3 | Freddie Mac | 3/4/2021 | 9/23/2025 | 0.38 | 22,600,000 | 22,295,352 | 22,501,136 | 21,173,262 |
| Federal Agencies | 3133EPDL6 | Federal Farm Credit Bank | 3/15/2023 | 10/1/2025 | 4.85 | 50,000,000 | 50,000,000 | 50,000,000 | 50,033,000 |
| Federal Agencies | 3133EPYW9 | Federal Farm Credit Bank | 10/20/2023 | 10/20/2025 | 5.13 | 24,000,000 | 23,923,440 | 23,940,616 | 24,119,760 |
| Federal Agencies | 3133EPYW9 | Federal Farm Credit Bank | 10/20/2023 | 10/20/2025 | 5.13 | 25,000,000 | 24,985,500 | 24,988,753 | 25,124,750 |
| Federal Agencies | 3133EPYW9 | Federal Farm Credit Bank | 10/20/2023 | 10/20/2025 | 5.13 | 35,000,000 | 34,972,350 | 34,978,553 | 35,174,650 |
| Federal Agencies | 3133EPYW9 | Federal Farm Credit Bank | 10/20/2023 | 10/20/2025 | 5.13 | 50,000,000 | 49,972,000 | 49,972,282 | 50,249,500 |
| Federal Agencies | 3133ENEG1 | Federal Farm Credit Bank | 11/17/2021 | 11/17/2025 | 1.05 | 39,675,000 | 39,622,232 | 39,653,510 | 37,333,778 |
| Federal Agencies | 3133ENEG1 | Federal Farm Credit Bank | 11/17/2021 | 11/17/2025 | 1.05 | 55,000,000 | 54,923,000 | 54,968,641 | 51,754,450 |

Investment Inventory

Pooled Fund

| Type of Investment | CUSIP | Issuer Name | Maturity | | | Par Value | Original Cost | Amortized | |
|--------------------|-----------|--------------------------|-------------|------------|--------|------------|---------------|------------|--------------|
| | | | Settle Date | Date | Coupon | | | Book Value | Market Value |
| Federal Agencies | 3133ENHM5 | Federal Farm Credit Bank | 12/16/2021 | 12/16/2025 | 1.17 | 45,000,000 | 44,954,100 | 44,980,396 | 42,337,800 |
| Federal Agencies | 3133ENHM5 | Federal Farm Credit Bank | 12/16/2021 | 12/16/2025 | 1.17 | 50,000,000 | 49,949,000 | 49,978,218 | 47,042,000 |
| Federal Agencies | 3133EN5E6 | Federal Farm Credit Bank | 12/29/2022 | 12/29/2025 | 4.00 | 15,000,000 | 14,954,700 | 14,973,671 | 14,796,300 |
| Federal Agencies | 3133EN5E6 | Federal Farm Credit Bank | 12/29/2022 | 12/29/2025 | 4.00 | 20,000,000 | 19,939,600 | 19,964,895 | 19,728,400 |
| Federal Agencies | 3133EN5E6 | Federal Farm Credit Bank | 12/29/2022 | 12/29/2025 | 4.00 | 25,000,000 | 24,923,750 | 24,955,683 | 24,660,500 |
| Federal Agencies | 3133EN6A3 | Federal Farm Credit Bank | 1/13/2023 | 1/13/2026 | 4.00 | 20,000,000 | 19,982,400 | 19,989,530 | 19,745,600 |
| Federal Agencies | 3133EN6A3 | Federal Farm Credit Bank | 1/13/2023 | 1/13/2026 | 4.00 | 30,000,000 | 29,977,200 | 29,986,436 | 29,618,400 |
| Federal Agencies | 3130AUTC8 | Federal Home Loan Bank | 2/9/2023 | 2/6/2026 | 4.01 | 21,100,000 | 20,985,427 | 21,029,139 | 20,807,554 |
| Federal Agencies | 3133EPJX4 | Federal Farm Credit Bank | 5/17/2023 | 2/17/2026 | 3.63 | 25,000,000 | 24,928,500 | 24,951,221 | 24,525,500 |
| Federal Agencies | 3133EPJX4 | Federal Farm Credit Bank | 5/17/2023 | 2/17/2026 | 3.63 | 30,000,000 | 29,905,500 | 29,935,530 | 29,430,600 |
| Federal Agencies | 3133EPBJ3 | Federal Farm Credit Bank | 2/23/2023 | 2/23/2026 | 4.38 | 25,000,000 | 24,953,500 | 24,970,598 | 24,859,750 |
| Federal Agencies | 3133EPBJ3 | Federal Farm Credit Bank | 2/23/2023 | 2/23/2026 | 4.38 | 28,000,000 | 27,954,080 | 27,970,965 | 27,842,920 |
| Federal Agencies | 3133EPBJ3 | Federal Farm Credit Bank | 2/23/2023 | 2/23/2026 | 4.38 | 50,000,000 | 49,918,000 | 49,948,151 | 49,719,500 |
| Federal Agencies | 3133ENJ35 | Federal Farm Credit Bank | 8/25/2022 | 2/25/2026 | 3.32 | 35,000,000 | 34,957,650 | 34,977,005 | 34,136,900 |
| Federal Agencies | 3130AXB31 | Federal Home Loan Bank | 11/2/2023 | 3/13/2026 | 4.88 | 10,000,000 | 9,953,900 | 9,951,976 | 10,036,800 |
| Federal Agencies | 3130AXB31 | Federal Home Loan Bank | 11/2/2023 | 3/13/2026 | 4.88 | 10,000,000 | 9,950,700 | 9,959,336 | 10,036,800 |
| Federal Agencies | 3130AXB31 | Federal Home Loan Bank | 11/2/2023 | 3/13/2026 | 4.88 | 10,000,000 | 9,950,700 | 9,959,336 | 10,036,800 |
| Federal Agencies | 3133EMZ21 | Federal Farm Credit Bank | 8/9/2021 | 4/6/2026 | 0.69 | 15,500,000 | 15,458,150 | 15,481,917 | 14,319,985 |
| Federal Agencies | 3133ENUD0 | Federal Farm Credit Bank | 4/8/2022 | 4/8/2026 | 2.64 | 20,000,000 | 19,961,200 | 19,980,427 | 19,217,400 |
| Federal Agencies | 3133ENUD0 | Federal Farm Credit Bank | 4/8/2022 | 4/8/2026 | 2.64 | 30,000,000 | 29,941,800 | 29,970,641 | 28,826,100 |
| Federal Agencies | 3130AVWS7 | Federal Home Loan Bank | 5/10/2023 | 6/12/2026 | 3.75 | 17,045,000 | 16,991,479 | 17,006,980 | 16,749,099 |
| Federal Agencies | 3130AVWS7 | Federal Home Loan Bank | 5/17/2023 | 6/12/2026 | 3.75 | 20,000,000 | 19,939,200 | 19,956,540 | 19,652,800 |
| Federal Agencies | 3130AWAH3 | Federal Home Loan Bank | 6/1/2023 | 6/12/2026 | 4.00 | 10,000,000 | 9,934,300 | 9,952,402 | 9,878,100 |
| Federal Agencies | 3130AWAH3 | Federal Home Loan Bank | 6/1/2023 | 6/12/2026 | 4.00 | 15,000,000 | 14,899,350 | 14,927,081 | 14,817,150 |
| Federal Agencies | 3130AWLZ1 | Federal Home Loan Bank | 7/10/2023 | 6/12/2026 | 4.75 | 50,000,000 | 49,856,000 | 49,891,865 | 50,158,000 |
| Federal Agencies | 3133EPMU6 | Federal Farm Credit Bank | 6/15/2023 | 6/15/2026 | 4.25 | 20,000,000 | 19,969,200 | 19,977,378 | 19,844,600 |
| Federal Agencies | 3133EPMU6 | Federal Farm Credit Bank | 6/15/2023 | 6/15/2026 | 4.25 | 24,700,000 | 24,640,226 | 24,656,097 | 24,508,081 |
| Federal Agencies | 3133EPMU6 | Federal Farm Credit Bank | 6/15/2023 | 6/15/2026 | 4.25 | 30,000,000 | 29,951,400 | 29,964,304 | 29,766,900 |
| Federal Agencies | 3133EPNG6 | Federal Farm Credit Bank | 6/23/2023 | 6/23/2026 | 4.38 | 25,000,000 | 24,986,750 | 24,990,171 | 24,868,500 |
| Federal Agencies | 3133EPNG6 | Federal Farm Credit Bank | 6/23/2023 | 6/23/2026 | 4.38 | 25,000,000 | 24,986,750 | 24,990,171 | 24,868,500 |
| Federal Agencies | 3133EPNG6 | Federal Farm Credit Bank | 6/23/2023 | 6/23/2026 | 4.38 | 50,000,000 | 49,973,500 | 49,980,343 | 49,737,000 |
| Federal Agencies | 3133EPVP7 | Federal Farm Credit Bank | 9/8/2023 | 7/8/2026 | 4.75 | 10,000,000 | 9,991,700 | 9,993,354 | 10,019,100 |
| Federal Agencies | 3133EPVP7 | Federal Farm Credit Bank | 9/8/2023 | 7/8/2026 | 4.75 | 19,000,000 | 18,984,800 | 18,987,828 | 19,036,290 |
| Federal Agencies | 3133EPVP7 | Federal Farm Credit Bank | 9/8/2023 | 7/8/2026 | 4.75 | 21,000,000 | 20,982,780 | 20,986,211 | 21,040,110 |
| Federal Agencies | 3130ANNM8 | Federal Home Loan Bank | 8/19/2021 | 7/13/2026 | 1.05 | 25,000,000 | 25,000,000 | 25,000,000 | 23,035,500 |
| Federal Agencies | 3130ANNM8 | Federal Home Loan Bank | 8/19/2021 | 7/13/2026 | 1.05 | 25,000,000 | 25,000,000 | 25,000,000 | 23,035,500 |
| Federal Agencies | 3130ANNM8 | Federal Home Loan Bank | 8/19/2021 | 7/13/2026 | 1.05 | 25,000,000 | 25,000,000 | 25,000,000 | 23,035,500 |
| Federal Agencies | 3130ANNM8 | Federal Home Loan Bank | 8/19/2021 | 7/13/2026 | 1.05 | 25,000,000 | 25,000,000 | 25,000,000 | 23,035,500 |
| Federal Agencies | 3130ANMP2 | Federal Home Loan Bank | 8/20/2021 | 7/27/2026 | 1.07 | 25,000,000 | 25,000,000 | 25,000,000 | 23,003,500 |
| Federal Agencies | 3130ANMP2 | Federal Home Loan Bank | 8/20/2021 | 7/27/2026 | 1.07 | 25,000,000 | 25,000,000 | 25,000,000 | 23,003,500 |
| Federal Agencies | 3130ANMP2 | Federal Home Loan Bank | 8/20/2021 | 7/27/2026 | 1.07 | 25,000,000 | 25,000,000 | 25,000,000 | 23,003,500 |
| Federal Agencies | 3130ANMP2 | Federal Home Loan Bank | 8/20/2021 | 7/27/2026 | 1.07 | 25,000,000 | 25,000,000 | 25,000,000 | 23,003,500 |
| Federal Agencies | 3133EPZY4 | Federal Farm Credit Bank | 10/30/2023 | 7/30/2026 | 5.00 | 3,000,000 | 2,991,930 | 2,993,168 | 3,026,520 |
| Federal Agencies | 3133EPZY4 | Federal Farm Credit Bank | 10/30/2023 | 7/30/2026 | 5.00 | 9,615,000 | 9,589,136 | 9,593,103 | 9,699,997 |
| Federal Agencies | 3133EPZY4 | Federal Farm Credit Bank | 10/30/2023 | 7/30/2026 | 5.00 | 16,000,000 | 15,956,960 | 15,963,562 | 16,141,440 |
| Federal Agencies | 3133EPZY4 | Federal Farm Credit Bank | 10/30/2023 | 7/30/2026 | 5.00 | 25,000,000 | 24,936,750 | 24,946,452 | 25,221,000 |
| Federal Agencies | 3130ANTG5 | Federal Home Loan Bank | 9/13/2021 | 8/10/2026 | 1.05 | 25,000,000 | 25,000,000 | 25,000,000 | 22,963,250 |
| Federal Agencies | 3130ANTG5 | Federal Home Loan Bank | 9/13/2021 | 8/10/2026 | 1.05 | 25,000,000 | 25,000,000 | 25,000,000 | 22,963,250 |
| Federal Agencies | 3130ANTG5 | Federal Home Loan Bank | 9/13/2021 | 8/10/2026 | 1.05 | 25,000,000 | 25,000,000 | 25,000,000 | 22,963,250 |
| Federal Agencies | 3130ANTG5 | Federal Home Loan Bank | 9/13/2021 | 8/10/2026 | 1.05 | 25,000,000 | 25,000,000 | 25,000,000 | 22,963,250 |

Investment Inventory

Pooled Fund

| Type of Investment | CUSIP | Issuer Name | Maturity | | | Par Value | Original Cost | Amortized | |
|--------------------|-----------|--------------------------|-------------|------------|--------|------------|---------------|------------|--------------|
| | | | Settle Date | Date | Coupon | | | Book Value | Market Value |
| Federal Agencies | 3133EPSW6 | Federal Farm Credit Bank | 8/14/2023 | 8/14/2026 | 4.50 | 50,000,000 | 49,885,000 | 49,909,238 | 49,937,500 |
| Federal Agencies | 3130AP6T7 | Federal Home Loan Bank | 10/1/2021 | 9/3/2026 | 1.08 | 25,000,000 | 25,000,000 | 25,000,000 | 22,925,250 |
| Federal Agencies | 3130AP6T7 | Federal Home Loan Bank | 10/1/2021 | 9/3/2026 | 1.08 | 25,000,000 | 25,000,000 | 25,000,000 | 22,925,250 |
| Federal Agencies | 3130AP6T7 | Federal Home Loan Bank | 10/1/2021 | 9/3/2026 | 1.08 | 25,000,000 | 25,000,000 | 25,000,000 | 22,925,250 |
| Federal Agencies | 3130AP6T7 | Federal Home Loan Bank | 10/1/2021 | 9/3/2026 | 1.08 | 25,000,000 | 25,000,000 | 25,000,000 | 22,925,250 |
| Federal Agencies | 3133EM4X7 | Federal Farm Credit Bank | 12/12/2023 | 9/10/2026 | 0.80 | 28,975,000 | 26,174,277 | 26,484,227 | 26,465,475 |
| Federal Agencies | 3130AXCP1 | Federal Home Loan Bank | 10/18/2023 | 9/11/2026 | 4.88 | 11,895,000 | 11,821,965 | 11,833,413 | 11,992,063 |
| Federal Agencies | 3130APPR0 | Federal Home Loan Bank | 11/18/2021 | 10/19/2026 | 1.43 | 25,000,000 | 25,000,000 | 25,000,000 | 23,073,500 |
| Federal Agencies | 3130APPR0 | Federal Home Loan Bank | 11/18/2021 | 10/19/2026 | 1.43 | 25,000,000 | 25,000,000 | 25,000,000 | 23,073,500 |
| Federal Agencies | 3130APPR0 | Federal Home Loan Bank | 11/18/2021 | 10/19/2026 | 1.43 | 25,000,000 | 25,000,000 | 25,000,000 | 23,073,500 |
| Federal Agencies | 3130APPR0 | Federal Home Loan Bank | 11/18/2021 | 10/19/2026 | 1.43 | 25,000,000 | 25,000,000 | 25,000,000 | 23,073,500 |
| Federal Agencies | 3133EPZA6 | Federal Farm Credit Bank | 10/20/2023 | 10/20/2026 | 4.88 | 14,000,000 | 13,904,940 | 13,919,164 | 14,112,980 |
| Federal Agencies | 3133EPZA6 | Federal Farm Credit Bank | 10/20/2023 | 10/20/2026 | 4.88 | 30,000,000 | 29,834,100 | 29,858,924 | 30,242,100 |
| Federal Agencies | 3134GYRY0 | Freddie Mac | 5/9/2023 | 11/2/2026 | 5.29 | 25,000,000 | 25,000,000 | 25,000,000 | 24,894,250 |
| Federal Agencies | 3134GYRY0 | Freddie Mac | 5/9/2023 | 11/2/2026 | 5.29 | 25,000,000 | 25,000,000 | 25,000,000 | 24,894,250 |
| Federal Agencies | 3134GYRY0 | Freddie Mac | 5/9/2023 | 11/2/2026 | 5.29 | 25,000,000 | 25,000,000 | 25,000,000 | 24,894,250 |
| Federal Agencies | 3134GYRY0 | Freddie Mac | 5/9/2023 | 11/2/2026 | 5.29 | 25,000,000 | 25,000,000 | 25,000,000 | 24,894,250 |
| Federal Agencies | 3130AQ7L1 | Federal Home Loan Bank | 12/16/2021 | 11/16/2026 | 1.61 | 25,000,000 | 25,000,000 | 25,000,000 | 23,184,750 |
| Federal Agencies | 3130AQ7L1 | Federal Home Loan Bank | 12/16/2021 | 11/16/2026 | 1.61 | 25,000,000 | 25,000,000 | 25,000,000 | 23,184,750 |
| Federal Agencies | 3130AQ7L1 | Federal Home Loan Bank | 12/16/2021 | 11/16/2026 | 1.61 | 25,000,000 | 25,000,000 | 25,000,000 | 23,184,750 |
| Federal Agencies | 3130AQ7L1 | Federal Home Loan Bank | 12/16/2021 | 11/16/2026 | 1.61 | 25,000,000 | 25,000,000 | 25,000,000 | 23,184,750 |
| Federal Agencies | 3130AXU63 | Federal Home Loan Bank | 11/17/2023 | 11/17/2026 | 4.63 | 50,000,000 | 49,911,500 | 49,922,482 | 50,144,000 |
| Federal Agencies | 3130AQJ95 | Federal Home Loan Bank | 1/14/2022 | 12/14/2026 | 1.65 | 25,000,000 | 25,000,000 | 25,000,000 | 23,155,000 |
| Federal Agencies | 3130AQJ95 | Federal Home Loan Bank | 1/14/2022 | 12/14/2026 | 1.65 | 25,000,000 | 25,000,000 | 25,000,000 | 23,155,000 |
| Federal Agencies | 3130AQJ95 | Federal Home Loan Bank | 1/14/2022 | 12/14/2026 | 1.65 | 25,000,000 | 25,000,000 | 25,000,000 | 23,155,000 |
| Federal Agencies | 3130AQJ95 | Federal Home Loan Bank | 1/14/2022 | 12/14/2026 | 1.65 | 25,000,000 | 25,000,000 | 25,000,000 | 23,155,000 |
| Federal Agencies | 3130AYPN0 | Federal Home Loan Bank | 1/29/2024 | 1/15/2027 | 4.13 | 12,000,000 | 11,973,000 | 11,974,572 | 11,900,160 |
| Federal Agencies | 3130AYPN0 | Federal Home Loan Bank | 1/29/2024 | 1/15/2027 | 4.13 | 25,000,000 | 24,943,750 | 24,947,025 | 24,792,000 |
| Federal Agencies | 3130AYPN0 | Federal Home Loan Bank | 1/29/2024 | 1/15/2027 | 4.13 | 29,350,000 | 29,283,963 | 29,287,808 | 29,105,808 |
| Federal Agencies | 3130AYPN0 | Federal Home Loan Bank | 1/29/2024 | 1/15/2027 | 4.13 | 50,000,000 | 49,887,500 | 49,894,050 | 49,584,000 |
| Federal Agencies | 3133EPX91 | Federal Farm Credit Bank | 1/25/2024 | 1/25/2027 | 4.13 | 5,000,000 | 4,992,850 | 4,993,287 | 4,955,500 |
| Federal Agencies | 3133EPX91 | Federal Farm Credit Bank | 1/25/2024 | 1/25/2027 | 4.13 | 10,000,000 | 9,986,600 | 9,987,419 | 9,911,000 |
| Federal Agencies | 3133EPX91 | Federal Farm Credit Bank | 1/25/2024 | 1/25/2027 | 4.13 | 25,000,000 | 24,968,500 | 24,970,426 | 24,777,500 |
| Federal Agencies | 3133EPX91 | Federal Farm Credit Bank | 1/25/2024 | 1/25/2027 | 4.13 | 35,000,000 | 34,955,900 | 34,958,596 | 34,688,500 |
| Federal Agencies | 3133EPX91 | Federal Farm Credit Bank | 1/25/2024 | 1/25/2027 | 4.13 | 50,000,000 | 49,933,000 | 49,937,096 | 49,555,000 |
| Federal Agencies | 3130ARB59 | Federal Home Loan Bank | 3/22/2022 | 3/8/2027 | 2.35 | 25,000,000 | 25,000,000 | 25,000,000 | 23,493,500 |
| Federal Agencies | 3130ARB59 | Federal Home Loan Bank | 3/22/2022 | 3/8/2027 | 2.35 | 25,000,000 | 25,000,000 | 25,000,000 | 23,493,500 |
| Federal Agencies | 3130ARB59 | Federal Home Loan Bank | 3/22/2022 | 3/8/2027 | 2.35 | 25,000,000 | 25,000,000 | 25,000,000 | 23,493,500 |
| Federal Agencies | 3130ARB59 | Federal Home Loan Bank | 3/22/2022 | 3/8/2027 | 2.35 | 25,000,000 | 25,000,000 | 25,000,000 | 23,493,500 |
| Federal Agencies | 3133ENRD4 | Federal Farm Credit Bank | 3/16/2022 | 3/10/2027 | 1.68 | 48,573,000 | 47,432,020 | 47,900,323 | 44,886,795 |
| Federal Agencies | 3133ENTS9 | Federal Farm Credit Bank | 4/6/2022 | 4/5/2027 | 2.60 | 22,500,000 | 22,392,338 | 22,435,167 | 21,333,600 |
| Federal Agencies | 3133ENTS9 | Federal Farm Credit Bank | 4/6/2022 | 4/5/2027 | 2.60 | 24,500,000 | 24,377,010 | 24,425,936 | 23,229,920 |
| Federal Agencies | 3133ENTS9 | Federal Farm Credit Bank | 4/6/2022 | 4/5/2027 | 2.60 | 25,000,000 | 24,804,000 | 24,881,970 | 23,704,000 |
| Federal Agencies | 3133EN2L3 | Federal Farm Credit Bank | 11/17/2022 | 5/17/2027 | 4.13 | 4,650,000 | 4,646,792 | 4,647,770 | 4,605,267 |
| Federal Agencies | 3133EN2L3 | Federal Farm Credit Bank | 11/17/2022 | 5/17/2027 | 4.13 | 5,000,000 | 4,996,550 | 4,997,603 | 4,951,900 |
| Federal Agencies | 3133EN2L3 | Federal Farm Credit Bank | 11/17/2022 | 5/17/2027 | 4.13 | 21,000,000 | 20,987,001 | 20,990,967 | 20,797,980 |
| Federal Agencies | 3133EN2L3 | Federal Farm Credit Bank | 11/17/2022 | 5/17/2027 | 4.13 | 25,000,000 | 24,982,750 | 24,988,013 | 24,759,500 |
| Federal Agencies | 3133EPP66 | Federal Farm Credit Bank | 12/20/2023 | 5/20/2027 | 4.00 | 31,000,000 | 30,905,760 | 30,913,544 | 30,589,560 |
| Federal Agencies | 3133EPP66 | Federal Farm Credit Bank | 12/20/2023 | 5/20/2027 | 4.00 | 58,850,000 | 58,662,269 | 58,677,775 | 58,070,826 |
| Federal Agencies | 3130ASGU7 | Federal Home Loan Bank | 7/19/2022 | 6/11/2027 | 3.50 | 10,000,000 | 10,141,500 | 10,092,276 | 9,734,800 |

Investment Inventory

Pooled Fund

| Type of Investment | CUSIP | Issuer Name | Maturity | | | Amortized | | | |
|----------------------|-----------|---------------------------|-------------|------------|-------------|-------------------------|-------------------------|-------------------------|-------------------------|
| | | | Settle Date | Date | Coupon | Par Value | Original Cost | Book Value | Market Value |
| Federal Agencies | 3130ASGU7 | Federal Home Loan Bank | 7/19/2022 | 6/11/2027 | 3.50 | 12,375,000 | 12,552,829 | 12,490,967 | 12,046,815 |
| Federal Agencies | 3130ASGU7 | Federal Home Loan Bank | 7/20/2022 | 6/11/2027 | 3.50 | 21,725,000 | 22,016,550 | 21,915,233 | 21,148,853 |
| Federal Agencies | 3133EPMV4 | Federal Farm Credit Bank | 6/15/2023 | 6/15/2027 | 4.13 | 28,940,000 | 28,911,928 | 28,917,520 | 28,656,388 |
| Federal Agencies | 3133ENZK9 | Federal Farm Credit Bank | 7/7/2022 | 6/28/2027 | 3.24 | 27,865,000 | 28,099,066 | 28,017,394 | 26,853,222 |
| Federal Agencies | 3133EPBM6 | Federal Farm Credit Bank | 2/23/2023 | 8/23/2027 | 4.13 | 10,000,000 | 9,974,000 | 9,980,381 | 9,898,200 |
| Federal Agencies | 3133EPC60 | Federal Farm Credit Bank | 11/15/2023 | 11/15/2027 | 4.63 | 27,950,000 | 27,834,008 | 27,844,964 | 28,115,464 |
| Federal Agencies | 3133EPC60 | Federal Farm Credit Bank | 11/15/2023 | 11/15/2027 | 4.63 | 33,300,000 | 33,161,472 | 33,174,557 | 33,497,136 |
| Federal Agencies | 3134H1NT6 | Freddie Mac | 1/10/2024 | 1/10/2028 | 5.41 | 25,000,000 | 25,000,000 | 25,000,000 | 24,882,250 |
| Federal Agencies | 3134H1NT6 | Freddie Mac | 1/10/2024 | 1/10/2028 | 5.41 | 25,000,000 | 25,000,000 | 25,000,000 | 24,882,250 |
| Federal Agencies | 3134H1NT6 | Freddie Mac | 1/10/2024 | 1/10/2028 | 5.41 | 65,000,000 | 65,000,000 | 65,000,000 | 64,693,850 |
| Federal Agencies | 3135GANG2 | Fannie Mae | 2/14/2024 | 2/18/2028 | 5.13 | 25,000,000 | 25,000,000 | 25,000,000 | 24,863,250 |
| Federal Agencies | 3135GANG2 | Fannie Mae | 2/14/2024 | 2/18/2028 | 5.13 | 25,000,000 | 25,000,000 | 25,000,000 | 24,863,250 |
| Federal Agencies | 3135GANG2 | Fannie Mae | 2/14/2024 | 2/18/2028 | 5.13 | 50,000,000 | 50,000,000 | 50,000,000 | 49,726,500 |
| Federal Agencies | 3133EPSK2 | Federal Farm Credit Bank | 8/7/2023 | 8/7/2028 | 4.25 | 19,500,000 | 19,412,250 | 19,423,681 | 19,468,605 |
| Federal Agencies | 3133EPUN3 | Federal Farm Credit Bank | 8/28/2023 | 8/28/2028 | 4.50 | 10,000,000 | 9,979,100 | 9,981,582 | 10,083,700 |
| Federal Agencies | 3133EPUN3 | Federal Farm Credit Bank | 8/28/2023 | 8/28/2028 | 4.50 | 15,000,000 | 14,962,800 | 14,967,218 | 15,125,550 |
| Federal Agencies | 3133EPUN3 | Federal Farm Credit Bank | 8/28/2023 | 8/28/2028 | 4.50 | 25,000,000 | 24,943,500 | 24,950,211 | 25,209,250 |
| Federal Agencies | 3133EPUN3 | Federal Farm Credit Bank | 8/28/2023 | 8/28/2028 | 4.50 | 33,000,000 | 32,904,960 | 32,916,248 | 33,276,210 |
| Federal Agencies | 3133EPC45 | Federal Farm Credit Bank | 11/13/2023 | 11/13/2028 | 4.63 | 12,000,000 | 11,984,040 | 11,985,263 | 12,177,000 |
| Federal Agencies | 3133EPC45 | Federal Farm Credit Bank | 11/13/2023 | 11/13/2028 | 4.63 | 20,000,000 | 19,971,600 | 19,973,776 | 20,295,000 |
| Federal Agencies | 3133EPC45 | Federal Farm Credit Bank | 11/13/2023 | 11/13/2028 | 4.63 | 55,000,000 | 54,922,285 | 54,928,240 | 55,811,250 |
| Federal Agencies | 3134H1YE7 | Freddie Mac | 3/28/2024 | 3/14/2029 | 5.91 | 20,000,000 | 20,000,000 | 20,000,000 | 19,968,600 |
| Federal Agencies | 3134H1YE7 | Freddie Mac | 3/28/2024 | 3/14/2029 | 5.91 | 20,000,000 | 20,000,000 | 20,000,000 | 19,968,600 |
| Federal Agencies | 3134H1YE7 | Freddie Mac | 3/28/2024 | 3/14/2029 | 5.91 | 20,000,000 | 20,000,000 | 20,000,000 | 19,968,600 |
| Federal Agencies | 3134H1YE7 | Freddie Mac | 3/28/2024 | 3/14/2029 | 5.91 | 55,000,000 | 55,000,000 | 55,000,000 | 54,913,650 |
| Subtotals | | | | | 3.23 | \$ 6,812,567,000 | \$ 6,800,569,879 | \$ 6,803,995,517 | \$ 6,670,701,083 |
| Public Time Deposits | PPG1KB100 | Bank of San Francisco | 12/4/2023 | 6/3/2024 | 5.44 | \$ 10,000,000 | \$ 10,000,000 | \$ 10,000,000 | \$ 10,000,000 |
| Public Time Deposits | PPG2JA6N9 | Bridge Bank NA | 12/18/2023 | 6/17/2024 | 5.36 | 10,000,000 | 10,000,000 | 10,000,000 | 10,000,000 |
| Public Time Deposits | PPG5M8MH8 | Bank of San Francisco | 1/8/2024 | 7/8/2024 | 5.30 | 10,000,000 | 10,000,000 | 10,000,000 | 10,000,000 |
| Public Time Deposits | PPG8E735 | Bridge Bank NA | 1/16/2024 | 7/15/2024 | 5.26 | 10,000,000 | 10,000,000 | 10,000,000 | 10,000,000 |
| Subtotals | | | | | 5.34 | \$ 40,000,000 | \$ 40,000,000 | \$ 40,000,000 | \$ 40,000,000 |
| Negotiable CDs | 65603APG0 | Norinchukin Bank/NY | 10/25/2023 | 4/23/2024 | 5.83 | \$ 50,000,000 | \$ 50,000,000 | \$ 50,000,000 | \$ 50,011,500 |
| Negotiable CDs | 78015JHT7 | Royal Bank of Canada/NY | 12/8/2023 | 6/3/2024 | 5.53 | 60,000,000 | 60,000,000 | 60,000,000 | 60,003,600 |
| Negotiable CDs | 89115BNG1 | Toronto Dominion Bank/NY | 6/27/2023 | 6/5/2024 | 5.85 | 50,000,000 | 50,000,000 | 50,000,000 | 50,020,500 |
| Negotiable CDs | 06367DBJ3 | Bank of Montreal/CHI | 7/17/2023 | 6/7/2024 | 5.89 | 50,000,000 | 50,000,000 | 50,000,000 | 50,029,000 |
| Negotiable CDs | 06367DAU9 | Bank of Montreal/CHI | 6/27/2023 | 6/21/2024 | 5.87 | 100,000,000 | 100,000,000 | 100,000,000 | 100,060,000 |
| Negotiable CDs | 78015JXW2 | Royal Bank of Canada/NY | 6/28/2023 | 6/28/2024 | 5.89 | 50,000,000 | 50,000,000 | 50,000,000 | 50,031,500 |
| Negotiable CDs | 06367DAX3 | Bank of Montreal/CHI | 7/5/2023 | 7/1/2024 | 6.00 | 100,000,000 | 100,000,000 | 100,000,000 | 100,098,000 |
| Negotiable CDs | 06367DBR5 | Bank of Montreal/CHI | 7/24/2023 | 7/1/2024 | 5.93 | 50,000,000 | 50,000,000 | 50,000,000 | 50,042,500 |
| Negotiable CDs | 06367DFX8 | Bank of Montreal/CHI | 12/8/2023 | 7/1/2024 | 5.56 | 50,000,000 | 50,000,000 | 50,000,000 | 50,011,000 |
| Negotiable CDs | 13606KZR0 | Canadian Imperial Bank/NY | 8/7/2023 | 7/1/2024 | 5.89 | 50,000,000 | 50,000,000 | 50,000,000 | 50,039,000 |
| Negotiable CDs | 89115BNV8 | Toronto Dominion Bank/NY | 12/8/2023 | 7/1/2024 | 5.56 | 50,000,000 | 50,000,000 | 50,000,000 | 50,033,500 |
| Negotiable CDs | 89115BRG7 | Toronto Dominion Bank/NY | 7/6/2023 | 7/1/2024 | 6.05 | 50,000,000 | 50,000,000 | 50,000,000 | 50,047,500 |
| Negotiable CDs | 89115BS84 | Toronto Dominion Bank/NY | 7/17/2023 | 7/1/2024 | 5.91 | 50,000,000 | 50,000,000 | 50,000,000 | 50,031,500 |
| Negotiable CDs | 89115BSQ4 | Toronto Dominion Bank/NY | 7/24/2023 | 7/1/2024 | 5.93 | 50,000,000 | 50,000,000 | 50,000,000 | 50,035,000 |
| Negotiable CDs | 89115BV80 | Toronto Dominion Bank/NY | 8/2/2023 | 7/3/2024 | 5.90 | 50,000,000 | 50,000,000 | 50,000,000 | 50,033,000 |
| Negotiable CDs | 89115DC20 | Toronto Dominion Bank/NY | 3/5/2024 | 7/15/2024 | 5.38 | 70,000,000 | 70,000,000 | 70,000,000 | 69,983,900 |
| Negotiable CDs | 06367DBW4 | Bank of Montreal/CHI | 8/1/2023 | 7/29/2024 | 5.97 | 50,000,000 | 50,000,000 | 50,000,000 | 50,051,000 |

Investment Inventory

Pooled Fund

| Type of Investment | CUSIP | Issuer Name | Maturity | | Coupon | Par Value | Original Cost | Amortized | |
|--------------------|-----------|---------------------------|-------------|------------|-------------|-------------------------|-------------------------|-------------------------|-------------------------|
| | | | Settle Date | Date | | | | Book Value | Market Value |
| Negotiable CDs | 13606KZN9 | Canadian Imperial Bank/NY | 8/2/2023 | 7/29/2024 | 5.92 | 60,000,000 | 60,000,000 | 60,000,000 | 60,050,400 |
| Negotiable CDs | 06367DDS1 | Bank of Montreal/CHI | 10/10/2023 | 8/9/2024 | 5.88 | 50,000,000 | 50,000,000 | 50,000,000 | 50,051,000 |
| Negotiable CDs | 13606KD78 | Canadian Imperial Bank/NY | 9/20/2023 | 8/12/2024 | 5.92 | 50,000,000 | 50,000,000 | 50,000,000 | 50,059,500 |
| Negotiable CDs | 78015J7F8 | Royal Bank of Canada/NY | 9/20/2023 | 8/12/2024 | 5.93 | 60,000,000 | 60,000,000 | 60,000,000 | 60,085,200 |
| Negotiable CDs | 06367DCF0 | Bank of Montreal/CHI | 8/28/2023 | 8/14/2024 | 6.01 | 50,000,000 | 50,000,000 | 50,000,000 | 50,069,500 |
| Negotiable CDs | 78015JE37 | Royal Bank of Canada/NY | 10/31/2023 | 8/15/2024 | 5.86 | 50,000,000 | 50,000,000 | 50,000,000 | 50,066,500 |
| Negotiable CDs | 13606KF92 | Canadian Imperial Bank/NY | 10/10/2023 | 8/16/2024 | 5.88 | 50,000,000 | 50,000,000 | 50,000,000 | 50,058,500 |
| Negotiable CDs | 78015JE78 | Royal Bank of Canada/NY | 10/31/2023 | 8/26/2024 | 5.86 | 50,000,000 | 50,000,000 | 50,000,000 | 50,071,500 |
| Negotiable CDs | 13606KC38 | Canadian Imperial Bank/NY | 9/11/2023 | 9/9/2024 | 5.94 | 50,000,000 | 50,000,000 | 50,000,000 | 50,079,000 |
| Negotiable CDs | 78015J5K9 | Royal Bank of Canada/NY | 9/12/2023 | 9/9/2024 | 5.90 | 60,000,000 | 60,000,000 | 60,000,000 | 60,090,000 |
| Negotiable CDs | 89115DC61 | Toronto Dominion Bank/NY | 3/6/2024 | 9/10/2024 | 5.37 | 50,000,000 | 50,000,000 | 50,000,000 | 49,983,500 |
| Negotiable CDs | 13606KW51 | Canadian Imperial Bank/NY | 3/6/2024 | 9/11/2024 | 5.37 | 50,000,000 | 50,000,000 | 50,000,000 | 49,987,000 |
| Negotiable CDs | 06367DD44 | Bank of Montreal/CHI | 9/22/2023 | 9/23/2024 | 5.97 | 50,000,000 | 50,000,000 | 50,000,000 | 50,089,500 |
| Negotiable CDs | 78015JAK3 | Royal Bank of Canada/NY | 9/22/2023 | 9/23/2024 | 5.96 | 60,000,000 | 60,000,000 | 60,000,000 | 60,114,000 |
| Negotiable CDs | 89115DCA2 | Toronto Dominion Bank/NY | 3/6/2024 | 9/25/2024 | 5.36 | 50,000,000 | 50,000,000 | 50,000,000 | 49,981,000 |
| Negotiable CDs | 06367DE43 | Bank of Montreal/CHI | 11/2/2023 | 10/21/2024 | 5.86 | 60,000,000 | 60,000,000 | 60,000,000 | 60,109,800 |
| Negotiable CDs | 89115BH52 | Toronto Dominion Bank/NY | 10/26/2023 | 10/21/2024 | 5.93 | 50,000,000 | 50,000,000 | 50,000,000 | 50,106,500 |
| Negotiable CDs | 06367DFA8 | Bank of Montreal/CHI | 12/1/2023 | 10/24/2024 | 5.58 | 50,000,000 | 50,000,000 | 50,000,000 | 50,023,000 |
| Negotiable CDs | 78015JY3 | Royal Bank of Canada/NY | 12/13/2023 | 10/24/2024 | 5.48 | 50,000,000 | 50,000,000 | 50,000,000 | 50,006,500 |
| Negotiable CDs | 89115BP95 | Toronto Dominion Bank/NY | 12/11/2023 | 10/24/2024 | 5.58 | 50,000,000 | 50,000,000 | 50,000,000 | 50,022,500 |
| Negotiable CDs | 06367DEK7 | Bank of Montreal/CHI | 11/8/2023 | 11/6/2024 | 5.80 | 50,000,000 | 50,000,000 | 50,000,000 | 50,087,000 |
| Subtotals | | | | | 5.80 | \$ 2,080,000,000 | \$ 2,080,000,000 | \$ 2,080,000,000 | \$ 2,081,723,400 |
| Commercial Paper | 59515MD85 | Microsoft | 11/29/2023 | 4/8/2024 | 0.00 | \$ 50,000,000 | \$ 49,030,236 | \$ 49,948,181 | \$ 49,919,000 |
| Commercial Paper | 62479LD85 | MUFG Bank Ltd/NY | 12/1/2023 | 4/8/2024 | 0.00 | 50,000,000 | 49,014,583 | 49,946,528 | 49,919,000 |
| Commercial Paper | 62479LD85 | MUFG Bank Ltd/NY | 12/11/2023 | 4/8/2024 | 0.00 | 50,000,000 | 49,095,931 | 49,946,819 | 49,919,000 |
| Commercial Paper | 59515MDA0 | Microsoft | 12/12/2023 | 4/10/2024 | 0.00 | 55,000,000 | 54,021,000 | 54,926,575 | 54,894,400 |
| Commercial Paper | 59515MDN2 | Microsoft | 1/3/2024 | 4/22/2024 | 0.00 | 50,000,000 | 49,193,333 | 49,846,000 | 49,816,500 |
| Commercial Paper | 62479LDQ5 | MUFG Bank Ltd/NY | 1/2/2024 | 4/24/2024 | 0.00 | 75,000,000 | 73,735,813 | 74,742,688 | 74,702,250 |
| Commercial Paper | 89233GE36 | Toyota Motor Credit | 8/8/2023 | 5/3/2024 | 0.00 | 60,000,000 | 57,489,333 | 59,701,333 | 59,681,400 |
| Commercial Paper | 62479LE68 | MUFG Bank Ltd/NY | 3/4/2024 | 5/6/2024 | 0.00 | 51,000,000 | 50,521,620 | 50,734,233 | 50,707,770 |
| Commercial Paper | 89233GE69 | Toyota Motor Credit | 8/15/2023 | 5/6/2024 | 0.00 | 50,000,000 | 47,938,889 | 49,727,778 | 49,712,000 |
| Commercial Paper | 59515ME84 | Microsoft | 12/13/2023 | 5/8/2024 | 0.00 | 50,000,000 | 48,909,750 | 49,725,583 | 49,699,000 |
| Commercial Paper | 59515ME84 | Microsoft | 12/13/2023 | 5/8/2024 | 0.00 | 50,000,000 | 48,909,750 | 49,725,583 | 49,699,000 |
| Commercial Paper | 89233GEL6 | Toyota Motor Credit | 1/16/2024 | 5/20/2024 | 0.00 | 80,000,000 | 78,536,111 | 79,426,156 | 79,373,600 |
| Commercial Paper | 62479LEQ4 | MUFG Bank Ltd/NY | 2/20/2024 | 5/24/2024 | 0.00 | 40,000,000 | 39,440,178 | 39,684,356 | 39,664,000 |
| Commercial Paper | 62479LFE0 | MUFG Bank Ltd/NY | 2/20/2024 | 6/14/2024 | 0.00 | 20,000,000 | 19,658,833 | 19,780,467 | 19,769,400 |
| Commercial Paper | 59157TFH1 | MetLife Short term | 3/5/2024 | 6/17/2024 | 0.00 | 41,000,000 | 40,376,982 | 40,538,727 | 40,517,020 |
| Commercial Paper | 62479LFI9 | MUFG Bank Ltd/NY | 2/20/2024 | 6/18/2024 | 0.00 | 55,000,000 | 54,029,158 | 54,363,650 | 54,332,850 |
| Commercial Paper | 62479LG17 | MUFG Bank Ltd/NY | 10/26/2023 | 7/1/2024 | 0.00 | 50,000,000 | 48,046,042 | 49,285,903 | 49,296,500 |
| Commercial Paper | 89233GG18 | Toyota Motor Credit | 10/23/2023 | 7/1/2024 | 0.00 | 50,000,000 | 48,036,500 | 49,290,958 | 49,298,000 |
| Commercial Paper | 89233GG18 | Toyota Motor Credit | 11/7/2023 | 7/1/2024 | 0.00 | 50,000,000 | 48,169,833 | 49,297,278 | 49,298,000 |
| Commercial Paper | 59515MGF6 | Microsoft | 3/5/2024 | 7/15/2024 | 0.00 | 10,000,000 | 9,808,600 | 9,847,750 | 9,840,100 |
| Commercial Paper | 59157TGQ0 | MetLife Short term | 3/5/2024 | 7/24/2024 | 0.00 | 48,500,000 | 47,508,418 | 47,698,295 | 47,675,500 |
| Commercial Paper | 59157TK44 | MetLife Short term | 3/28/2024 | 10/4/2024 | 0.00 | 15,000,000 | 14,588,333 | 14,597,000 | 14,584,650 |
| Commercial Paper | 89233GKP0 | Toyota Motor Credit | 3/26/2024 | 10/23/2024 | 0.00 | 75,000,000 | 72,714,167 | 72,779,167 | 72,762,000 |
| Commercial Paper | 62479LKQ7 | MUFG Bank Ltd/NY | 3/25/2024 | 10/24/2024 | 0.00 | 50,000,000 | 48,455,750 | 48,506,500 | 48,478,000 |
| Subtotals | | | | | 0.00 | \$ 1,175,500,000 | \$ 1,147,229,143 | \$ 1,164,067,507 | \$ 1,163,558,940 |

Investment Inventory Pooled Fund

| Type of Investment | CUSIP | Issuer Name | Settle Date | Maturity | | Coupon | Par Value | Original Cost | Amortized | |
|---------------------|-----------|--|-------------|-----------|------|----------------|--------------------------|--------------------------|--------------------------|--------------------------|
| | | | | Date | | | | | Book Value | Market Value |
| Money Market Funds | 09248U718 | BlackRock Liquidity Funds T-Fund | 3/31/2024 | 4/1/2024 | 5.19 | \$ 13,184,772 | \$ 13,184,772 | \$ 13,184,772 | \$ 13,184,772 | |
| Money Market Funds | 31607A703 | Fidelity Govt Portfolio | 3/31/2024 | 4/1/2024 | 5.26 | 773,910,117 | 773,910,117 | 773,910,117 | 773,910,117 | |
| Money Market Funds | 608919718 | Federated Hermes Govt Obligations Fi | 3/31/2024 | 4/1/2024 | 5.24 | 398,285,003 | 398,285,003 | 398,285,003 | 398,285,003 | |
| Money Market Funds | 262006208 | Dreyfus Government Cash Manageme | 3/31/2024 | 4/1/2024 | 5.20 | 12,556,693 | 12,556,693 | 12,556,693 | 12,556,693 | |
| Money Market Funds | 85749T517 | State Street Institutional U.S. Govt MV | 3/31/2024 | 4/1/2024 | 5.23 | 465,377,458 | 465,377,458 | 465,377,458 | 465,377,458 | |
| Money Market Funds | 61747C319 | Morgan Stanley Institutional Liquidity F | 3/31/2024 | 4/1/2024 | 5.22 | 25,017,884 | 25,017,884 | 25,017,884 | 25,017,884 | |
| Subtotals | | | | | | 5.17 | \$ 1,688,331,927 | \$ 1,688,331,927 | \$ 1,688,331,927 | \$ 1,688,331,927 |
| Supranationals | 45906M3B5 | Int'l Bank for Recon and Dev | 3/23/2022 | 6/14/2024 | 1.98 | \$ 100,000,000 | \$ 100,000,000 | \$ 100,000,000 | \$ 99,284,000 | |
| Supranationals | 4581X0EE4 | Inter-American Development Bank | 7/1/2022 | 7/1/2024 | 3.25 | 80,000,000 | 79,992,000 | 79,999,004 | 79,582,400 | |
| Supranationals | 459056HV2 | Int'l Bank for Recon and Dev | 11/2/2021 | 8/28/2024 | 1.50 | 50,000,000 | 50,984,250 | 50,142,382 | 49,236,000 | |
| Supranationals | 4581X0DZ8 | Inter-American Development Bank | 11/4/2021 | 9/23/2024 | 0.50 | 50,000,000 | 49,595,500 | 49,932,839 | 48,854,500 | |
| Supranationals | 45950VQG4 | International Finance Corp | 10/22/2021 | 9/23/2024 | 0.44 | 10,000,000 | 9,918,700 | 9,986,666 | 9,768,400 | |
| Supranationals | 4581X0CM8 | Inter-American Development Bank | 4/26/2021 | 1/15/2025 | 2.13 | 100,000,000 | 105,676,000 | 101,206,150 | 97,658,000 | |
| Supranationals | 459058HT3 | Int'l Bank for Recon and Dev | 3/22/2024 | 1/15/2025 | 1.63 | 29,314,000 | 28,488,811 | 28,516,409 | 28,506,106 | |
| Supranationals | 459058JB0 | Int'l Bank for Recon and Dev | 7/23/2021 | 4/22/2025 | 0.63 | 40,000,000 | 40,086,000 | 40,024,248 | 38,234,800 | |
| Supranationals | 4581X0DN5 | Inter-American Development Bank | 11/1/2021 | 7/15/2025 | 0.63 | 28,900,000 | 28,519,098 | 28,767,586 | 27,370,901 | |
| Supranationals | 45950VRU2 | International Finance Corp | 1/26/2023 | 1/26/2026 | 4.02 | 100,000,000 | 100,000,000 | 100,000,000 | 98,495,000 | |
| Supranationals | 45818WDG8 | Inter-American Development Bank | 8/25/2021 | 2/27/2026 | 0.82 | 19,500,000 | 19,556,907 | 19,524,083 | 18,123,495 | |
| Subtotals | | | | | | 2.12 | \$ 607,714,000 | \$ 612,817,266 | \$ 608,099,367 | \$ 595,113,602 |
| Grand Totals | | | | | | 3.06 | \$ 15,964,112,927 | \$ 15,922,571,630 | \$ 15,935,727,102 | \$ 15,631,491,302 |

Monthly Investment Earnings

Pooled Fund

For month ended March 31, 2024

| Type of Investment | CUSIP | Issuer Name | Par Value | Accrued Interest Earned | (Amortization) / Accretion | Realized Gain/(Loss) | Total Earnings |
|--------------------|-----------|--------------------|---------------|----------------------------|-------------------------------|-------------------------|----------------|
| U.S. Treasuries | 912797GL5 | B 0.000 09/05/2024 | \$ 50,000,000 | | 141,714 | \$ | 141,714 |
| U.S. Treasuries | 912797JP3 | B 0.000 04/23/2024 | 100,000,000 | | 449,500 | | 449,500 |
| U.S. Treasuries | 912797JQ1 | B 0.000 04/30/2024 | 35,000,000 | | 138,637 | | 138,637 |
| U.S. Treasuries | 912828G38 | T 2.250 11/15/2024 | 50,000,000 | 95,810 | (72,728) | | 23,082 |
| U.S. Treasuries | 912828G38 | T 2.250 11/15/2024 | 50,000,000 | 95,810 | (74,467) | | 21,343 |
| U.S. Treasuries | 912828R36 | T 1.625 05/15/2026 | 50,000,000 | 69,196 | (38,871) | | 30,325 |
| U.S. Treasuries | 912828R36 | T 1.625 05/15/2026 | 50,000,000 | 69,196 | (34,036) | | 35,161 |
| U.S. Treasuries | 912828XB1 | T 2.125 05/15/2025 | 50,000,000 | 90,488 | (65,387) | | 25,101 |
| U.S. Treasuries | 912828XT2 | T 2.000 05/31/2024 | 50,000,000 | 84,699 | (66,202) | | 18,498 |
| U.S. Treasuries | 912828Y87 | T 1.750 07/31/2024 | 50,000,000 | 74,519 | (56,226) | | 18,294 |
| U.S. Treasuries | 912828YM6 | T 1.500 10/31/2024 | 50,000,000 | 63,874 | (41,798) | | 22,075 |
| U.S. Treasuries | 912828YY0 | T 1.750 12/31/2024 | 50,000,000 | 74,519 | (49,765) | | 24,755 |
| U.S. Treasuries | 912828Z52 | T 1.375 01/31/2025 | 50,000,000 | 58,551 | (33,489) | | 25,062 |
| U.S. Treasuries | 912828Z52 | T 1.375 01/31/2025 | 50,000,000 | 58,551 | (33,700) | | 24,851 |
| U.S. Treasuries | 912828ZC7 | T 1.125 02/28/2025 | 50,000,000 | 47,385 | (21,690) | | 25,695 |
| U.S. Treasuries | 912828ZC7 | T 1.125 02/28/2025 | 50,000,000 | 47,385 | (21,636) | | 25,749 |
| U.S. Treasuries | 912828ZF0 | T 0.500 03/31/2025 | 50,000,000 | 21,175 | 4,732 | | 25,906 |
| U.S. Treasuries | 912828ZF0 | T 0.500 03/31/2025 | 50,000,000 | 21,175 | 3,443 | | 24,618 |
| U.S. Treasuries | 912828ZL7 | T 0.375 04/30/2025 | 50,000,000 | 15,968 | 8,266 | | 24,234 |
| U.S. Treasuries | 912828ZW3 | T 0.250 06/30/2025 | 50,000,000 | 10,646 | 16,915 | | 27,560 |
| U.S. Treasuries | 912828ZW3 | T 0.250 06/30/2025 | 50,000,000 | 10,646 | 18,849 | | 29,494 |
| U.S. Treasuries | 912828ZW3 | T 0.250 06/30/2025 | 50,000,000 | 10,646 | 14,756 | | 25,401 |
| U.S. Treasuries | 912828ZW3 | T 0.250 06/30/2025 | 50,000,000 | 10,646 | 16,772 | | 27,417 |
| U.S. Treasuries | 912828ZW3 | T 0.250 06/30/2025 | 50,000,000 | 10,646 | 15,378 | | 26,024 |
| U.S. Treasuries | 912828ZW3 | T 0.250 06/30/2025 | 50,000,000 | 10,646 | 14,750 | | 25,396 |
| U.S. Treasuries | 912828ZW3 | T 0.250 06/30/2025 | 50,000,000 | 10,646 | 10,877 | | 21,523 |
| U.S. Treasuries | 912828ZW3 | T 0.250 06/30/2025 | 50,000,000 | 10,646 | 12,926 | | 23,571 |
| U.S. Treasuries | 912828ZW3 | T 0.250 06/30/2025 | 50,000,000 | 10,646 | 32,670 | | 43,316 |
| U.S. Treasuries | 91282CAB7 | T 0.250 07/31/2025 | 50,000,000 | 10,646 | 11,519 | | 22,164 |
| U.S. Treasuries | 91282CAB7 | T 0.250 07/31/2025 | 50,000,000 | 10,646 | 13,566 | | 24,211 |
| U.S. Treasuries | 91282CAM3 | T 0.250 09/30/2025 | 50,000,000 | 10,587 | 17,234 | | 27,822 |
| U.S. Treasuries | 91282CAM3 | T 0.250 09/30/2025 | 50,000,000 | 10,587 | 14,592 | | 25,179 |
| U.S. Treasuries | 91282CAT8 | T 0.250 10/31/2025 | 50,000,000 | 10,646 | 12,719 | | 23,364 |
| U.S. Treasuries | 91282CAT8 | T 0.250 10/31/2025 | 50,000,000 | 10,646 | 16,771 | | 27,417 |
| U.S. Treasuries | 91282CAT8 | T 0.250 10/31/2025 | 50,000,000 | 10,646 | 17,325 | | 27,970 |
| U.S. Treasuries | 91282CBC4 | T 0.375 12/31/2025 | 50,000,000 | 15,968 | 9,544 | | 25,512 |
| U.S. Treasuries | 91282CBC4 | T 0.375 12/31/2025 | 50,000,000 | 15,968 | 12,767 | | 28,735 |
| U.S. Treasuries | 91282CBR1 | T 0.250 03/15/2024 | | 4,808 | 24,491 | | 29,299 |
| U.S. Treasuries | 91282CBW0 | T 0.750 04/30/2026 | 50,000,000 | 31,937 | 5,928 | | 37,865 |
| U.S. Treasuries | 91282CBW0 | T 0.750 04/30/2026 | 50,000,000 | 31,937 | 4,739 | | 36,676 |
| U.S. Treasuries | 91282CCC3 | T 0.250 05/15/2024 | 50,000,000 | 10,646 | 8,319 | | 18,965 |
| U.S. Treasuries | 91282CCJ8 | T 0.875 06/30/2026 | 50,000,000 | 37,260 | 1,162 | | 38,421 |
| U.S. Treasuries | 91282CCJ8 | T 0.875 06/30/2026 | 50,000,000 | 37,260 | (1,203) | | 36,057 |
| U.S. Treasuries | 91282CCJ8 | T 0.875 06/30/2026 | 50,000,000 | 37,260 | (5,941) | | 31,319 |
| U.S. Treasuries | 91282CCJ8 | T 0.875 06/30/2026 | 50,000,000 | 37,260 | (5,639) | | 31,621 |
| U.S. Treasuries | 91282CCJ8 | T 0.875 06/30/2026 | 50,000,000 | 37,260 | (7,040) | | 30,220 |
| U.S. Treasuries | 91282CCJ8 | T 0.875 06/30/2026 | 50,000,000 | 37,260 | (4,172) | | 33,087 |
| U.S. Treasuries | 91282CCJ8 | T 0.875 06/30/2026 | 50,000,000 | 37,260 | 1,114 | | 38,373 |

Monthly Investment Earnings Pooled Fund

| Type of Investment | CUSIP | Issuer Name | Par Value | Accrued Interest Earned | (Amortization) / Accretion | Realized Gain/(Loss) | Total Earnings |
|--------------------|-----------|-----------------------|-------------------------|-------------------------|----------------------------|----------------------|---------------------|
| U.S. Treasuries | 91282CCJ8 | T 0.875 06/30/2026 | 50,000,000 | 37,260 | 7,322 | | 44,582 |
| U.S. Treasuries | 91282CCJ8 | T 0.875 06/30/2026 | 50,000,000 | 37,260 | 18,408 | | 55,668 |
| U.S. Treasuries | 91282CCL3 | T 0.375 07/15/2024 | 50,000,000 | 15,968 | 56 | | 16,025 |
| U.S. Treasuries | 91282CCL3 | T 0.375 07/15/2024 | 50,000,000 | 15,968 | 1,131 | | 17,099 |
| U.S. Treasuries | 91282CCL3 | T 0.375 07/15/2024 | 50,000,000 | 15,968 | 91,224 | | 107,192 |
| U.S. Treasuries | 91282CCT6 | T 0.375 08/15/2024 | 50,000,000 | 15,968 | 2,899 | | 18,868 |
| U.S. Treasuries | 91282CCW9 | T 0.750 08/31/2026 | 50,000,000 | 31,590 | 9,496 | | 41,086 |
| U.S. Treasuries | 91282CCZ2 | T 0.875 09/30/2026 | 50,000,000 | 37,056 | 5,295 | | 42,351 |
| U.S. Treasuries | 91282CCZ2 | T 0.875 09/30/2026 | 50,000,000 | 37,056 | 5,595 | | 42,651 |
| U.S. Treasuries | 91282CCZ2 | T 0.875 09/30/2026 | 50,000,000 | 37,056 | 11,694 | | 48,750 |
| U.S. Treasuries | 91282CDK4 | T 1.250 11/30/2026 | 50,000,000 | 52,937 | (1,229) | | 51,708 |
| U.S. Treasuries | 91282CDK4 | T 1.250 11/30/2026 | 50,000,000 | 52,937 | (1,997) | | 50,940 |
| U.S. Treasuries | 91282CDK4 | T 1.250 11/30/2026 | 50,000,000 | 52,937 | 53,063 | | 106,000 |
| U.S. Treasuries | 91282CDQ1 | T 1.250 12/31/2026 | 50,000,000 | 53,228 | 51,594 | | 104,822 |
| U.S. Treasuries | 91282CEF4 | T 2.500 03/31/2027 | 25,000,000 | 52,937 | 4,125 | | 57,062 |
| U.S. Treasuries | 91282CEW7 | T 3.250 06/30/2027 | 50,000,000 | 49,107 | 16,526 | | 65,634 |
| U.S. Treasuries | 91282CFK2 | T 3.500 09/15/2025 | 50,000,000 | 148,150 | 29,766 | | 177,916 |
| U.S. Treasuries | 91282CHK0 | T 4.000 06/30/2028 | 50,000,000 | 170,330 | 481 | | 170,810 |
| U.S. Treasuries | 91282CHK0 | T 4.000 06/30/2028 | 50,000,000 | 170,330 | 1,379 | | 171,708 |
| U.S. Treasuries | 91282CHK0 | T 4.000 06/30/2028 | 50,000,000 | 170,330 | 1,826 | | 172,155 |
| U.S. Treasuries | 91282CHK0 | T 4.000 06/30/2028 | 50,000,000 | 170,330 | 6,221 | | 176,550 |
| U.S. Treasuries | 91282CHK0 | T 4.000 06/30/2028 | 50,000,000 | 170,330 | 13,714 | | 184,043 |
| U.S. Treasuries | 91282CHL8 | T 4.625 06/30/2025 | 50,000,000 | 196,944 | 1,425 | | 198,368 |
| U.S. Treasuries | 91282CHX2 | T 4.375 08/31/2028 | 50,000,000 | 184,273 | (2,072) | | 182,201 |
| Subtotals | | | \$ 3,560,000,000 | \$ 3,506,846 | \$ 765,925 | \$ - | \$ 4,272,770 |
| Federal Agencies | 3130A1XJ2 | FHLB 2.875 06/14/2024 | \$ 15,955,000 | \$ 38,226 | \$ (2,186) | \$ | 36,040 |
| Federal Agencies | 3130A1XJ2 | FHLB 2.875 06/14/2024 | 17,980,000 | 43,077 | (2,610) | | 40,467 |
| Federal Agencies | 3130A1XJ2 | FHLB 2.875 06/14/2024 | 25,500,000 | 61,094 | (2,131) | | 58,962 |
| Federal Agencies | 3130A1XJ2 | FHLB 2.875 06/14/2024 | 50,000,000 | 119,792 | (8,321) | | 111,471 |
| Federal Agencies | 3130A8ZQ9 | FHLB 1.750 09/12/2025 | 10,295,000 | 15,014 | (6,163) | | 8,850 |
| Federal Agencies | 3130AN4A5 | FHLB 0.700 06/30/2025 | 17,680,000 | 10,313 | (1,169) | | 9,145 |
| Federal Agencies | 3130ANMP2 | FHLB 1.070 07/27/2026 | 25,000,000 | 22,292 | | | 22,292 |
| Federal Agencies | 3130ANMP2 | FHLB 1.070 07/27/2026 | 25,000,000 | 22,292 | | | 22,292 |
| Federal Agencies | 3130ANMP2 | FHLB 1.070 07/27/2026 | 25,000,000 | 22,292 | | | 22,292 |
| Federal Agencies | 3130ANMP2 | FHLB 1.070 07/27/2026 | 25,000,000 | 22,292 | | | 22,292 |
| Federal Agencies | 3130ANNM8 | FHLB 1.050 07/13/2026 | 25,000,000 | 21,875 | | | 21,875 |
| Federal Agencies | 3130ANNM8 | FHLB 1.050 07/13/2026 | 25,000,000 | 21,875 | | | 21,875 |
| Federal Agencies | 3130ANNM8 | FHLB 1.050 07/13/2026 | 25,000,000 | 21,875 | | | 21,875 |
| Federal Agencies | 3130ANNM8 | FHLB 1.050 07/13/2026 | 25,000,000 | 21,875 | | | 21,875 |
| Federal Agencies | 3130ANTG5 | FHLB 1.050 08/10/2026 | 25,000,000 | 21,875 | | | 21,875 |
| Federal Agencies | 3130ANTG5 | FHLB 1.050 08/10/2026 | 25,000,000 | 21,875 | | | 21,875 |
| Federal Agencies | 3130ANTG5 | FHLB 1.050 08/10/2026 | 25,000,000 | 21,875 | | | 21,875 |
| Federal Agencies | 3130ANTG5 | FHLB 1.050 08/10/2026 | 25,000,000 | 21,875 | | | 21,875 |
| Federal Agencies | 3130AP6T7 | FHLB 1.075 09/03/2026 | 25,000,000 | 22,396 | | | 22,396 |
| Federal Agencies | 3130AP6T7 | FHLB 1.075 09/03/2026 | 25,000,000 | 22,396 | | | 22,396 |
| Federal Agencies | 3130AP6T7 | FHLB 1.075 09/03/2026 | 25,000,000 | 22,396 | | | 22,396 |
| Federal Agencies | 3130AP6T7 | FHLB 1.075 09/03/2026 | 25,000,000 | 22,396 | | | 22,396 |
| Federal Agencies | 3130APPR0 | FHLB 1.430 10/19/2026 | 25,000,000 | 29,792 | | | 29,792 |

Monthly Investment Earnings

Pooled Fund

| Type of Investment | CUSIP | Issuer Name | Par Value | Accrued Interest Earned | (Amortization) / Accretion | Realized Gain/(Loss) | Total Earnings |
|--------------------|-----------|-----------------------|------------|-------------------------|----------------------------|----------------------|----------------|
| Federal Agencies | 3130APPR0 | FHLB 1.430 10/19/2026 | 25,000,000 | 29,792 | | | 29,792 |
| Federal Agencies | 3130APPR0 | FHLB 1.430 10/19/2026 | 25,000,000 | 29,792 | | | 29,792 |
| Federal Agencies | 3130APPR0 | FHLB 1.430 10/19/2026 | 25,000,000 | 29,792 | | | 29,792 |
| Federal Agencies | 3130AQ7L1 | FHLB 1.605 11/16/2026 | 25,000,000 | 33,438 | | | 33,438 |
| Federal Agencies | 3130AQ7L1 | FHLB 1.605 11/16/2026 | 25,000,000 | 33,438 | | | 33,438 |
| Federal Agencies | 3130AQ7L1 | FHLB 1.605 11/16/2026 | 25,000,000 | 33,438 | | | 33,438 |
| Federal Agencies | 3130AQ7L1 | FHLB 1.605 11/16/2026 | 25,000,000 | 33,438 | | | 33,438 |
| Federal Agencies | 3130AQJ95 | FHLB 1.645 12/14/2026 | 25,000,000 | 34,271 | | | 34,271 |
| Federal Agencies | 3130AQJ95 | FHLB 1.645 12/14/2026 | 25,000,000 | 34,271 | | | 34,271 |
| Federal Agencies | 3130AQJ95 | FHLB 1.645 12/14/2026 | 25,000,000 | 34,271 | | | 34,271 |
| Federal Agencies | 3130AQJ95 | FHLB 1.645 12/14/2026 | 25,000,000 | 34,271 | | | 34,271 |
| Federal Agencies | 3130ARB59 | FHLB 2.350 03/08/2027 | 25,000,000 | 48,958 | | | 48,958 |
| Federal Agencies | 3130ARB59 | FHLB 2.350 03/08/2027 | 25,000,000 | 48,958 | | | 48,958 |
| Federal Agencies | 3130ARB59 | FHLB 2.350 03/08/2027 | 25,000,000 | 48,958 | | | 48,958 |
| Federal Agencies | 3130ARB59 | FHLB 2.350 03/08/2027 | 25,000,000 | 48,958 | | | 48,958 |
| Federal Agencies | 3130ASG86 | FHLB 3.375 06/13/2025 | 11,940,000 | 33,581 | (1,787) | | 31,794 |
| Federal Agencies | 3130ASG86 | FHLB 3.375 06/13/2025 | 12,700,000 | 35,719 | (3,146) | | 32,573 |
| Federal Agencies | 3130ASGU7 | FHLB 3.500 06/11/2027 | 10,000,000 | 29,167 | (2,453) | | 26,713 |
| Federal Agencies | 3130ASGU7 | FHLB 3.500 06/11/2027 | 12,375,000 | 36,094 | (3,083) | | 33,011 |
| Federal Agencies | 3130ASGU7 | FHLB 3.500 06/11/2027 | 21,725,000 | 63,365 | (5,058) | | 58,307 |
| Federal Agencies | 3130ASHK8 | FHLB 3.125 06/14/2024 | 28,000,000 | 72,917 | 4,271 | | 77,188 |
| Federal Agencies | 3130ASHK8 | FHLB 3.125 06/14/2024 | 28,210,000 | 73,464 | 4,253 | | 77,716 |
| Federal Agencies | 3130ASME6 | FHLB 3.000 07/08/2024 | 10,000,000 | 25,000 | 823 | | 25,823 |
| Federal Agencies | 3130ASME6 | FHLB 3.000 07/08/2024 | 15,000,000 | 37,500 | 1,234 | | 38,734 |
| Federal Agencies | 3130ASME6 | FHLB 3.000 07/08/2024 | 17,500,000 | 43,750 | 1,440 | | 45,190 |
| Federal Agencies | 3130ATST5 | FHLB 4.375 06/13/2025 | 3,000,000 | 10,938 | (497) | | 10,440 |
| Federal Agencies | 3130ATST5 | FHLB 4.375 06/13/2025 | 9,915,000 | 36,148 | (2,461) | | 33,688 |
| Federal Agencies | 3130ATST5 | FHLB 4.375 06/13/2025 | 10,000,000 | 36,458 | (2,627) | | 33,831 |
| Federal Agencies | 3130ATST5 | FHLB 4.375 06/13/2025 | 10,000,000 | 36,458 | (1,461) | | 34,998 |
| Federal Agencies | 3130ATST5 | FHLB 4.375 06/13/2025 | 24,000,000 | 87,500 | (3,249) | | 84,251 |
| Federal Agencies | 3130ATST5 | FHLB 4.375 06/13/2025 | 25,500,000 | 92,969 | (5,046) | | 87,922 |
| Federal Agencies | 3130ATT31 | FHLB 4.500 10/03/2024 | 50,000,000 | 187,500 | 6,160 | | 193,660 |
| Federal Agencies | 3130ATUQ8 | FHLB 4.750 03/08/2024 | | 9,236 | (194) | | 9,042 |
| Federal Agencies | 3130ATUQ8 | FHLB 4.750 03/08/2024 | | 18,472 | (12) | | 18,460 |
| Federal Agencies | 3130ATUQ8 | FHLB 4.750 03/08/2024 | | 27,708 | (26) | | 27,682 |
| Federal Agencies | 3130ATUQ8 | FHLB 4.750 03/08/2024 | | 27,708 | 332 | | 28,040 |
| Federal Agencies | 3130ATUQ8 | FHLB 4.750 03/08/2024 | | 23,090 | 276 | | 23,367 |
| Federal Agencies | 3130ATVD6 | FHLB 4.875 09/13/2024 | 50,000,000 | 203,125 | (2,856) | | 200,269 |
| Federal Agencies | 3130AUTC8 | FHLB 4.010 02/06/2026 | 21,100,000 | 70,509 | 3,250 | | 73,759 |
| Federal Agencies | 3130AUVZ4 | FHLB 4.500 02/13/2025 | 50,000,000 | 187,500 | 3,329 | | 190,829 |
| Federal Agencies | 3130AV7L0 | FHLB 5.000 02/28/2025 | 25,000,000 | 104,167 | 1,405 | | 105,572 |
| Federal Agencies | 3130AV7L0 | FHLB 5.000 02/28/2025 | 35,000,000 | 145,833 | 1,967 | | 147,801 |
| Federal Agencies | 3130AVWS7 | FHLB 3.750 06/12/2026 | 17,045,000 | 53,266 | 1,470 | | 54,735 |
| Federal Agencies | 3130AVWS7 | FHLB 3.750 06/12/2026 | 20,000,000 | 62,500 | 1,680 | | 64,180 |
| Federal Agencies | 3130AWAH3 | FHLB 4.000 06/12/2026 | 10,000,000 | 33,333 | 1,840 | | 35,173 |
| Federal Agencies | 3130AWAH3 | FHLB 4.000 06/12/2026 | 15,000,000 | 50,000 | 2,819 | | 52,819 |
| Federal Agencies | 3130AWER7 | FHLB 4.625 06/06/2025 | 10,000,000 | 38,542 | 355 | | 38,897 |
| Federal Agencies | 3130AWER7 | FHLB 4.625 06/06/2025 | 15,000,000 | 57,813 | 532 | | 58,345 |
| Federal Agencies | 3130AWER7 | FHLB 4.625 06/06/2025 | 25,000,000 | 96,354 | 887 | | 97,241 |

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 | 3130AWER7 | FHLB 4.625 06/06/2025 | 52,000,000 | 200,417 | 1,845 | | 202,262 |
| Federal Agencies | 3130AWLY4 | FHLB 5.125 06/13/2025 | 10,800,000 | 46,125 | (811) | | 45,314 |
| Federal Agencies | 3130AWLY4 | FHLB 5.125 06/13/2025 | 48,150,000 | 205,641 | (4,138) | | 201,503 |
| Federal Agencies | 3130AWLZ1 | FHLB 4.750 06/12/2026 | 50,000,000 | 197,917 | 4,180 | | 202,096 |
| Federal Agencies | 3130AXB31 | FHLB 4.875 03/13/2026 | 10,000,000 | 40,625 | 1,658 | | 42,283 |
| Federal Agencies | 3130AXB31 | FHLB 4.875 03/13/2026 | 10,000,000 | 40,625 | 1,773 | | 42,398 |
| Federal Agencies | 3130AXB31 | FHLB 4.875 03/13/2026 | 10,000,000 | 40,625 | 1,773 | | 42,398 |
| Federal Agencies | 3130AXCP1 | FHLB 4.875 09/11/2026 | 11,895,000 | 48,323 | 2,138 | | 50,461 |
| Federal Agencies | 3130AXU63 | FHLB 4.625 11/17/2026 | 50,000,000 | 192,708 | 2,503 | | 195,212 |
| Federal Agencies | 3130AYPN0 | FHLB 4.125 01/15/2027 | 12,000,000 | 41,250 | 774 | | 42,024 |
| Federal Agencies | 3130AYPN0 | FHLB 4.125 01/15/2027 | 25,000,000 | 85,938 | 1,612 | | 87,549 |
| Federal Agencies | 3130AYPN0 | FHLB 4.125 01/15/2027 | 29,350,000 | 100,891 | 1,892 | | 102,783 |
| Federal Agencies | 3130AYPN0 | FHLB 4.125 01/15/2027 | 50,000,000 | 171,875 | 3,223 | | 175,098 |
| Federal Agencies | 3130B0AD1 | FHLB 5.500 09/04/2025 | 25,000,000 | 103,125 | | | 103,125 |
| Federal Agencies | 3130B0AD1 | FHLB 5.500 09/04/2025 | 25,000,000 | 103,125 | | | 103,125 |
| Federal Agencies | 3130B0AD1 | FHLB 5.500 09/04/2025 | 25,000,000 | 103,125 | | | 103,125 |
| Federal Agencies | 3130B0AD1 | FHLB 5.500 09/04/2025 | 25,000,000 | 103,125 | | | 103,125 |
| Federal Agencies | 3130B0MZ9 | FHLB 5.100 01/27/2025 | 115,000,000 | 65,167 | | | 65,167 |
| Federal Agencies | 313384K32 | FHDN 0.000 10/11/2024 | 25,000,000 | | 20,917 | | 20,917 |
| Federal Agencies | 313384UM9 | FHDN 0.000 03/19/2024 | | | 7,333 | | 7,333 |
| Federal Agencies | 313384UM9 | FHDN 0.000 03/19/2024 | | | 7,333 | | 7,333 |
| Federal Agencies | 313384YV5 | FHDN 0.000 07/01/2024 | 25,000,000 | | 112,913 | | 112,913 |
| Federal Agencies | 313384YV5 | FHDN 0.000 07/01/2024 | 25,000,000 | | 112,913 | | 112,913 |
| Federal Agencies | 313384YV5 | FHDN 0.000 07/01/2024 | 25,000,000 | | 112,913 | | 112,913 |
| Federal Agencies | 313384YZ6 | FHDN 0.000 07/05/2024 | 25,000,000 | | 110,653 | | 110,653 |
| Federal Agencies | 313384ZT9 | FHDN 0.000 07/23/2024 | 15,000,000 | | 66,004 | | 66,004 |
| Federal Agencies | 3133ELCP7 | FFCB 1.625 12/03/2024 | 25,000,000 | 33,854 | 679 | | 34,533 |
| Federal Agencies | 3133ELQY3 | FFCB 1.210 03/03/2025 | 16,000,000 | 16,133 | 159 | | 16,293 |
| Federal Agencies | 3133ELQY3 | FFCB 1.210 03/03/2025 | 24,000,000 | 24,200 | 614 | | 24,814 |
| Federal Agencies | 3133EM4X7 | FFCB 0.800 09/10/2026 | 28,975,000 | 19,317 | 86,563 | | 105,879 |
| Federal Agencies | 3133EM5X6 | FFCB 0.430 09/23/2024 | 25,000,000 | 8,958 | 714 | | 9,673 |
| Federal Agencies | 3133EM5X6 | FFCB 0.430 09/23/2024 | 50,000,000 | 17,917 | 1,428 | | 19,345 |
| Federal Agencies | 3133EM5X6 | FFCB 0.430 09/23/2024 | 50,000,000 | 17,917 | 1,428 | | 19,345 |
| Federal Agencies | 3133EMTW2 | FFCB 0.300 03/18/2024 | | 7,083 | 938 | | 8,022 |
| Federal Agencies | 3133EMTW2 | FFCB 0.300 03/18/2024 | | 7,083 | 939 | | 8,023 |
| Federal Agencies | 3133EMV25 | FFCB 0.450 07/23/2024 | 50,000,000 | 18,750 | (2,636) | | 16,114 |
| Federal Agencies | 3133EMWT5 | FFCB 0.600 04/21/2025 | 50,000,000 | 25,000 | 562 | | 25,562 |
| Federal Agencies | 3133EMWV0 | FFCB 0.350 04/22/2024 | 16,545,000 | 4,826 | (132) | | 4,693 |
| Federal Agencies | 3133EMWV0 | FFCB 0.350 04/22/2024 | 29,424,000 | 8,582 | (236) | | 8,346 |
| Federal Agencies | 3133EMWV0 | FFCB 0.350 04/22/2024 | 39,000,000 | 11,375 | (312) | | 11,063 |
| Federal Agencies | 3133EMZ21 | FFCB 0.690 04/06/2026 | 15,500,000 | 8,913 | 763 | | 9,675 |
| Federal Agencies | 3133EN2L3 | FFCB 4.125 05/17/2027 | 4,650,000 | 15,984 | 61 | | 16,045 |
| Federal Agencies | 3133EN2L3 | FFCB 4.125 05/17/2027 | 5,000,000 | 17,188 | 65 | | 17,253 |
| Federal Agencies | 3133EN2L3 | FFCB 4.125 05/17/2027 | 21,000,000 | 72,188 | 245 | | 72,433 |
| Federal Agencies | 3133EN2L3 | FFCB 4.125 05/17/2027 | 25,000,000 | 85,938 | 326 | | 86,263 |
| Federal Agencies | 3133EN4B3 | FFCB 4.250 06/13/2025 | 15,000,000 | 53,125 | 394 | | 53,519 |
| Federal Agencies | 3133EN4B3 | FFCB 4.250 06/13/2025 | 15,000,000 | 53,125 | 346 | | 53,471 |
| Federal Agencies | 3133EN4B3 | FFCB 4.250 06/13/2025 | 15,000,000 | 53,125 | 372 | | 53,497 |
| Federal Agencies | 3133EN4N7 | FFCB 4.250 12/20/2024 | 10,000,000 | 35,417 | 725 | | 36,142 |

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 | 3133EN4N7 | FFCB 4.250 12/20/2024 | 25,000,000 | 88,542 | 1,930 | | 90,471 |
| Federal Agencies | 3133EN4N7 | FFCB 4.250 12/20/2024 | 25,000,000 | 88,542 | 1,930 | | 90,471 |
| Federal Agencies | 3133EN5E6 | FFCB 4.000 12/29/2025 | 15,000,000 | 50,000 | 1,281 | | 51,281 |
| Federal Agencies | 3133EN5E6 | FFCB 4.000 12/29/2025 | 20,000,000 | 66,667 | 1,708 | | 68,375 |
| Federal Agencies | 3133EN5E6 | FFCB 4.000 12/29/2025 | 25,000,000 | 83,333 | 2,157 | | 85,490 |
| Federal Agencies | 3133EN6A3 | FFCB 4.000 01/13/2026 | 20,000,000 | 66,667 | 498 | | 67,164 |
| Federal Agencies | 3133EN6A3 | FFCB 4.000 01/13/2026 | 30,000,000 | 100,000 | 645 | | 100,645 |
| Federal Agencies | 3133ENEG1 | FFCB 1.050 11/17/2025 | 39,675,000 | 34,716 | 1,120 | | 35,835 |
| Federal Agencies | 3133ENEG1 | FFCB 1.050 11/17/2025 | 55,000,000 | 48,125 | 1,634 | | 49,759 |
| Federal Agencies | 3133ENEJ5 | FFCB 0.875 11/18/2024 | 10,000,000 | 7,292 | 325 | | 7,617 |
| Federal Agencies | 3133ENEJ5 | FFCB 0.875 11/18/2024 | 10,000,000 | 7,292 | 325 | | 7,617 |
| Federal Agencies | 3133ENEJ5 | FFCB 0.875 11/18/2024 | 50,000,000 | 36,458 | 1,626 | | 38,085 |
| Federal Agencies | 3133ENGQ7 | FFCB 0.920 12/09/2024 | 50,000,000 | 38,333 | 424 | | 38,758 |
| Federal Agencies | 3133ENGQ7 | FFCB 0.920 12/09/2024 | 50,000,000 | 38,333 | 1,047 | | 39,380 |
| Federal Agencies | 3133ENHM5 | FFCB 1.170 12/16/2025 | 45,000,000 | 43,875 | 974 | | 44,849 |
| Federal Agencies | 3133ENHM5 | FFCB 1.170 12/16/2025 | 50,000,000 | 48,750 | 1,082 | | 49,832 |
| Federal Agencies | 3133ENJ35 | FFCB 3.320 02/25/2026 | 35,000,000 | 96,833 | 1,026 | | 97,859 |
| Federal Agencies | 3133ENJ84 | FFCB 3.375 08/26/2024 | 50,000,000 | 140,625 | 3,541 | | 144,166 |
| Federal Agencies | 3133ENKS8 | FFCB 1.125 01/06/2025 | 20,000,000 | 18,750 | 1,279 | | 20,029 |
| Federal Agencies | 3133ENKS8 | FFCB 1.125 01/06/2025 | 25,000,000 | 23,438 | 1,598 | | 25,036 |
| Federal Agencies | 3133ENKS8 | FFCB 1.125 01/06/2025 | 25,000,000 | 23,438 | 1,598 | | 25,036 |
| Federal Agencies | 3133ENP79 | FFCB 4.250 09/26/2024 | 50,000,000 | 177,083 | 170 | | 177,253 |
| Federal Agencies | 3133ENRD4 | FFCB 1.680 03/10/2027 | 48,573,000 | 68,002 | 19,434 | | 87,436 |
| Federal Agencies | 3133ENTS9 | FFCB 2.600 04/05/2027 | 22,500,000 | 48,750 | 1,829 | | 50,579 |
| Federal Agencies | 3133ENTS9 | FFCB 2.600 04/05/2027 | 24,500,000 | 53,083 | 2,089 | | 55,172 |
| Federal Agencies | 3133ENTS9 | FFCB 2.600 04/05/2027 | 25,000,000 | 54,167 | 3,329 | | 57,496 |
| Federal Agencies | 3133ENUD0 | FFCB 2.640 04/08/2026 | 20,000,000 | 44,000 | 823 | | 44,823 |
| Federal Agencies | 3133ENUD0 | FFCB 2.640 04/08/2026 | 30,000,000 | 66,000 | 1,235 | | 67,235 |
| Federal Agencies | 3133ENWP1 | FFCB 2.625 05/16/2024 | 45,000,000 | 98,438 | 2,576 | | 101,014 |
| Federal Agencies | 3133ENWP1 | FFCB 2.625 05/16/2024 | 50,000,000 | 109,375 | 2,863 | | 112,238 |
| Federal Agencies | 3133ENXE5 | FFCB 2.850 05/23/2025 | 6,000,000 | 14,250 | 238 | | 14,488 |
| Federal Agencies | 3133ENXE5 | FFCB 2.850 05/23/2025 | 20,000,000 | 47,500 | 792 | | 48,292 |
| Federal Agencies | 3133ENYH7 | FFCB 2.625 06/10/2024 | 100,000,000 | 218,750 | 5,471 | | 224,221 |
| Federal Agencies | 3133ENYQ7 | FFCB 2.950 06/13/2025 | 50,000,000 | 122,917 | 693 | | 123,610 |
| Federal Agencies | 3133ENYX2 | FFCB 3.250 06/17/2024 | 25,000,000 | 67,708 | 1,251 | | 68,959 |
| Federal Agencies | 3133ENYX2 | FFCB 3.250 06/17/2024 | 25,000,000 | 67,708 | 1,240 | | 68,949 |
| Federal Agencies | 3133ENYX2 | FFCB 3.250 06/17/2024 | 50,000,000 | 135,417 | 1,272 | | 136,689 |
| Federal Agencies | 3133ENZ37 | FFCB 4.875 01/10/2025 | 10,000,000 | 40,625 | 23 | | 40,648 |
| Federal Agencies | 3133ENZ37 | FFCB 4.875 01/10/2025 | 20,000,000 | 81,250 | 47 | | 81,297 |
| Federal Agencies | 3133ENZ37 | FFCB 4.875 01/10/2025 | 20,000,000 | 81,250 | 16 | | 81,266 |
| Federal Agencies | 3133ENZ94 | FFCB 4.500 11/18/2024 | 25,000,000 | 93,750 | 1,124 | | 94,874 |
| Federal Agencies | 3133ENZK9 | FFCB 3.240 06/28/2027 | 27,865,000 | 75,236 | (3,993) | | 71,242 |
| Federal Agencies | 3133ENZS2 | FFCB 3.100 06/28/2024 | 25,000,000 | 64,583 | 530 | | 65,113 |
| Federal Agencies | 3133ENZS2 | FFCB 3.100 06/28/2024 | 25,000,000 | 64,583 | 573 | | 65,156 |
| Federal Agencies | 3133ENZS2 | FFCB 3.100 06/28/2024 | 50,000,000 | 129,167 | 1,145 | | 130,312 |
| Federal Agencies | 3133EPAG0 | FFCB 4.250 02/10/2025 | 10,000,000 | 35,417 | 2,239 | | 37,656 |
| Federal Agencies | 3133EPAG0 | FFCB 4.250 02/10/2025 | 29,875,000 | 105,807 | 6,740 | | 112,547 |
| Federal Agencies | 3133EPBF1 | FFCB 4.875 08/21/2024 | 10,000,000 | 40,625 | 244 | | 40,869 |
| Federal Agencies | 3133EPBF1 | FFCB 4.875 08/21/2024 | 20,000,000 | 81,250 | 453 | | 81,703 |

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 | 3133EPBF1 | FFCB 4.875 08/21/2024 | 25,000,000 | 101,563 | 567 | | 102,129 |
| Federal Agencies | 3133EPBJ3 | FFCB 4.375 02/23/2026 | 25,000,000 | 91,146 | 1,315 | | 92,461 |
| Federal Agencies | 3133EPBJ3 | FFCB 4.375 02/23/2026 | 28,000,000 | 102,083 | 1,299 | | 103,382 |
| Federal Agencies | 3133EPBJ3 | FFCB 4.375 02/23/2026 | 50,000,000 | 182,292 | 2,319 | | 184,611 |
| Federal Agencies | 3133EPBM6 | FFCB 4.125 08/23/2027 | 10,000,000 | 34,375 | 491 | | 34,866 |
| Federal Agencies | 3133EPC45 | FFCB 4.625 11/13/2028 | 12,000,000 | 46,250 | 271 | | 46,521 |
| Federal Agencies | 3133EPC45 | FFCB 4.625 11/13/2028 | 20,000,000 | 77,083 | 482 | | 77,565 |
| Federal Agencies | 3133EPC45 | FFCB 4.625 11/13/2028 | 55,000,000 | 211,979 | 1,319 | | 213,298 |
| Federal Agencies | 3133EPC60 | FFCB 4.625 11/15/2027 | 27,950,000 | 107,724 | 2,461 | | 110,185 |
| Federal Agencies | 3133EPC60 | FFCB 4.625 11/15/2027 | 33,300,000 | 128,344 | 2,939 | | 131,283 |
| Federal Agencies | 3133EPDL6 | FFCB 4.850 10/01/2025 | 50,000,000 | 202,083 | | | 202,083 |
| Federal Agencies | 3133EPHD0 | FFCB 4.500 10/28/2024 | 20,000,000 | 75,000 | 1,784 | | 76,784 |
| Federal Agencies | 3133EPHD0 | FFCB 4.500 10/28/2024 | 25,000,000 | 93,750 | 2,315 | | 96,065 |
| Federal Agencies | 3133EPJX4 | FFCB 3.625 02/17/2026 | 25,000,000 | 75,521 | 2,201 | | 77,722 |
| Federal Agencies | 3133EPJX4 | FFCB 3.625 02/17/2026 | 30,000,000 | 90,625 | 2,909 | | 93,534 |
| Federal Agencies | 3133EPKA2 | FFCB 4.000 08/18/2025 | 25,000,000 | 83,333 | 678 | | 84,011 |
| Federal Agencies | 3133EPKA2 | FFCB 4.000 08/18/2025 | 26,500,000 | 88,333 | 609 | | 88,942 |
| Federal Agencies | 3133EPKA2 | FFCB 4.000 08/18/2025 | 30,000,000 | 100,000 | 689 | | 100,689 |
| Federal Agencies | 3133EPMU6 | FFCB 4.250 06/15/2026 | 20,000,000 | 70,833 | 871 | | 71,705 |
| Federal Agencies | 3133EPMU6 | FFCB 4.250 06/15/2026 | 24,700,000 | 87,479 | 1,691 | | 89,170 |
| Federal Agencies | 3133EPMU6 | FFCB 4.250 06/15/2026 | 30,000,000 | 106,250 | 1,375 | | 107,625 |
| Federal Agencies | 3133EPMV4 | FFCB 4.125 06/15/2027 | 28,940,000 | 99,481 | 596 | | 100,077 |
| Federal Agencies | 3133EPNG6 | FFCB 4.375 06/23/2026 | 25,000,000 | 91,146 | 375 | | 91,521 |
| Federal Agencies | 3133EPNG6 | FFCB 4.375 06/23/2026 | 25,000,000 | 91,146 | 375 | | 91,521 |
| Federal Agencies | 3133EPNG6 | FFCB 4.375 06/23/2026 | 50,000,000 | 182,292 | 750 | | 183,041 |
| Federal Agencies | 3133EPP66 | FFCB 4.000 05/20/2027 | 31,000,000 | 103,333 | 2,343 | | 105,676 |
| Federal Agencies | 3133EPP66 | FFCB 4.000 05/20/2027 | 58,850,000 | 196,167 | 4,667 | | 200,834 |
| Federal Agencies | 3133EPSK2 | FFCB 4.250 08/07/2028 | 19,500,000 | 69,063 | 1,489 | | 70,551 |
| Federal Agencies | 3133EPSW6 | FFCB 4.500 08/14/2026 | 50,000,000 | 187,500 | 3,253 | | 190,753 |
| Federal Agencies | 3133EPUN3 | FFCB 4.500 08/28/2028 | 10,000,000 | 37,500 | 355 | | 37,855 |
| Federal Agencies | 3133EPUN3 | FFCB 4.500 08/28/2028 | 15,000,000 | 56,250 | 631 | | 56,881 |
| Federal Agencies | 3133EPUN3 | FFCB 4.500 08/28/2028 | 25,000,000 | 93,750 | 959 | | 94,709 |
| Federal Agencies | 3133EPUN3 | FFCB 4.500 08/28/2028 | 33,000,000 | 123,750 | 1,613 | | 125,363 |
| Federal Agencies | 3133EPVP7 | FFCB 4.750 07/08/2026 | 10,000,000 | 39,583 | 249 | | 39,832 |
| Federal Agencies | 3133EPVP7 | FFCB 4.750 07/08/2026 | 19,000,000 | 75,208 | 456 | | 75,664 |
| Federal Agencies | 3133EPVP7 | FFCB 4.750 07/08/2026 | 21,000,000 | 83,125 | 516 | | 83,641 |
| Federal Agencies | 3133EPVY8 | FFCB 5.000 09/15/2025 | 8,230,000 | 34,292 | 251 | | 34,543 |
| Federal Agencies | 3133EPVY8 | FFCB 5.000 09/15/2025 | 15,000,000 | 62,500 | 770 | | 63,270 |
| Federal Agencies | 3133EPVY8 | FFCB 5.000 09/15/2025 | 20,000,000 | 83,333 | 1,026 | | 84,360 |
| Federal Agencies | 3133EPX91 | FFCB 4.125 01/25/2027 | 5,000,000 | 17,188 | 202 | | 17,390 |
| Federal Agencies | 3133EPX91 | FFCB 4.125 01/25/2027 | 10,000,000 | 34,375 | 379 | | 34,754 |
| Federal Agencies | 3133EPX91 | FFCB 4.125 01/25/2027 | 25,000,000 | 85,938 | 891 | | 86,828 |
| Federal Agencies | 3133EPX91 | FFCB 4.125 01/25/2027 | 35,000,000 | 120,313 | 1,247 | | 121,560 |
| Federal Agencies | 3133EPX91 | FFCB 4.125 01/25/2027 | 50,000,000 | 171,875 | 1,895 | | 173,770 |
| Federal Agencies | 3133EPYW9 | FFCB 5.125 10/20/2025 | 24,000,000 | 102,500 | 3,247 | | 105,747 |
| Federal Agencies | 3133EPYW9 | FFCB 5.125 10/20/2025 | 25,000,000 | 106,771 | 615 | | 107,386 |
| Federal Agencies | 3133EPYW9 | FFCB 5.125 10/20/2025 | 35,000,000 | 149,479 | 1,173 | | 150,652 |
| Federal Agencies | 3133EPYW9 | FFCB 5.125 10/20/2025 | 50,000,000 | 213,542 | 1,187 | | 214,729 |
| Federal Agencies | 3133EPZA6 | FFCB 4.875 10/20/2026 | 14,000,000 | 56,875 | 2,689 | | 59,564 |

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 | 3133EPZA6 | FFCB 4.875 10/20/2026 | 30,000,000 | 121,875 | 4,692 | | 126,567 |
| Federal Agencies | 3133EPZY4 | FFCB 5.000 07/30/2026 | 3,000,000 | 12,500 | 249 | | 12,749 |
| Federal Agencies | 3133EPZY4 | FFCB 5.000 07/30/2026 | 9,615,000 | 40,063 | 799 | | 40,861 |
| Federal Agencies | 3133EPZY4 | FFCB 5.000 07/30/2026 | 16,000,000 | 66,667 | 1,329 | | 67,996 |
| Federal Agencies | 3133EPZY4 | FFCB 5.000 07/30/2026 | 25,000,000 | 104,167 | 1,953 | | 106,120 |
| Federal Agencies | 3134GYRY0 | FHLMC 5.290 11/02/2026 | 25,000,000 | 110,208 | | | 110,208 |
| Federal Agencies | 3134GYRY0 | FHLMC 5.290 11/02/2026 | 25,000,000 | 110,208 | | | 110,208 |
| Federal Agencies | 3134GYRY0 | FHLMC 5.290 11/02/2026 | 25,000,000 | 110,208 | | | 110,208 |
| Federal Agencies | 3134GYRY0 | FHLMC 5.290 11/02/2026 | 25,000,000 | 110,208 | | | 110,208 |
| Federal Agencies | 3134H1NT6 | FHLMC 5.410 01/10/2028 | 25,000,000 | 112,708 | | | 112,708 |
| Federal Agencies | 3134H1NT6 | FHLMC 5.410 01/10/2028 | 25,000,000 | 112,708 | | | 112,708 |
| Federal Agencies | 3134H1NT6 | FHLMC 5.410 01/10/2028 | 65,000,000 | 293,042 | | | 293,042 |
| Federal Agencies | 3134H1YE7 | FHLMC 5.910 03/14/2029 | 20,000,000 | 9,850 | | | 9,850 |
| Federal Agencies | 3134H1YE7 | FHLMC 5.910 03/14/2029 | 20,000,000 | 9,850 | | | 9,850 |
| Federal Agencies | 3134H1YE7 | FHLMC 5.910 03/14/2029 | 20,000,000 | 9,850 | | | 9,850 |
| Federal Agencies | 3134H1YE7 | FHLMC 5.910 03/14/2029 | 55,000,000 | 27,088 | | | 27,088 |
| Federal Agencies | 3135G03U5 | FNMA 0.625 04/22/2025 | 37,938,000 | 19,759 | 14,359 | | 34,119 |
| Federal Agencies | 3135G03U5 | FNMA 0.625 04/22/2025 | 50,000,000 | 26,042 | (2,426) | | 23,616 |
| Federal Agencies | 3135G03U5 | FNMA 0.625 04/22/2025 | 50,000,000 | 26,042 | 19,039 | | 45,081 |
| Federal Agencies | 3135G04Z3 | FNMA 0.500 06/17/2025 | 4,655,000 | 1,940 | 2,369 | | 4,309 |
| Federal Agencies | 3135G04Z3 | FNMA 0.500 06/17/2025 | 10,000,000 | 4,167 | 5,068 | | 9,235 |
| Federal Agencies | 3135G05X7 | FNMA 0.375 08/25/2025 | 25,000,000 | 7,813 | 5,987 | | 13,799 |
| Federal Agencies | 3135G05X7 | FNMA 0.375 08/25/2025 | 72,500,000 | 22,656 | 12,045 | | 34,701 |
| Federal Agencies | 3135G0X24 | FNMA 1.625 01/07/2025 | 39,060,000 | 52,894 | (35,924) | | 16,969 |
| Federal Agencies | 3135GAFY2 | FNMA 5.320 10/03/2024 | 25,000,000 | 110,833 | | | 110,833 |
| Federal Agencies | 3135GAFY2 | FNMA 5.320 10/03/2024 | 25,000,000 | 110,833 | | | 110,833 |
| Federal Agencies | 3135GAFY2 | FNMA 5.320 10/03/2024 | 50,000,000 | 221,667 | | | 221,667 |
| Federal Agencies | 3135GAG39 | FNMA 5.375 12/30/2024 | 25,000,000 | 111,979 | | | 111,979 |
| Federal Agencies | 3135GAG39 | FNMA 5.375 12/30/2024 | 25,000,000 | 111,979 | | | 111,979 |
| Federal Agencies | 3135GAG39 | FNMA 5.375 12/30/2024 | 25,000,000 | 111,979 | | | 111,979 |
| Federal Agencies | 3135GAG39 | FNMA 5.375 12/30/2024 | 25,000,000 | 111,979 | | | 111,979 |
| Federal Agencies | 3135GANG2 | FNMA 5.130 02/18/2028 | 25,000,000 | 106,875 | | | 106,875 |
| Federal Agencies | 3135GANG2 | FNMA 5.130 02/18/2028 | 25,000,000 | 106,875 | | | 106,875 |
| Federal Agencies | 3135GANG2 | FNMA 5.130 02/18/2028 | 50,000,000 | 213,750 | | | 213,750 |
| Federal Agencies | 3137EAEP0 | FHLMC 1.500 02/12/2025 | 5,000,000 | 6,250 | 65 | | 6,315 |
| Federal Agencies | 3137EAEP0 | FHLMC 1.500 02/12/2025 | 5,000,000 | 6,250 | 65 | | 6,315 |
| Federal Agencies | 3137EAEP0 | FHLMC 1.500 02/12/2025 | 5,000,000 | 6,250 | 65 | | 6,315 |
| Federal Agencies | 3137EAEP0 | FHLMC 1.500 02/12/2025 | 15,000,000 | 18,750 | 196 | | 18,946 |
| Federal Agencies | 3137EAEP0 | FHLMC 1.500 02/12/2025 | 50,000,000 | 62,500 | 654 | | 63,154 |
| Federal Agencies | 3137EAEP0 | FHLMC 1.500 02/12/2025 | 53,532,000 | 66,915 | (42,685) | | 24,230 |
| Federal Agencies | 3137EAEX3 | FHLMC 0.375 09/23/2025 | 22,600,000 | 7,063 | 5,676 | | 12,738 |
| Subtotals | | | \$ 6,812,567,000 | \$ 17,257,660 | \$ 783,744 | \$ - | \$ 18,041,404 |
| Public Time Deposits | PPG1KB100 | BKSANF 5.440 06/03/2024 | \$ 10,000,000 | \$ 46,844 | | | \$ 46,844 |
| Public Time Deposits | PPG2JA6N9 | BRIDGE 5.360 06/17/2024 | 10,000,000 | 45,523 | | | 45,523 |
| Public Time Deposits | PPG5M8MH8 | BKSANF 5.300 07/08/2024 | 10,000,000 | 45,639 | | | 45,639 |
| Public Time Deposits | PPGG8E735 | BRIDGE 5.260 07/15/2024 | 10,000,000 | 44,674 | | | 44,674 |
| Subtotals | | | \$ 40,000,000 | \$ 182,681 | \$ - | \$ - | \$ 182,681 |

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 | 06367DAU9 | BMOCHG 5.870 06/21/2024 | \$ 100,000,000 | \$ 505,472 | | | \$ 505,472 |
| Negotiable CDs | 06367DAX3 | BMOCHG 6.000 07/01/2024 | 100,000,000 | 516,667 | | | 516,667 |
| Negotiable CDs | 06367DBJ3 | BMOCHG 5.890 06/07/2024 | 50,000,000 | 253,597 | | | 253,597 |
| Negotiable CDs | 06367DBR5 | BMOCHG 5.930 07/01/2024 | 50,000,000 | 255,319 | | | 255,319 |
| Negotiable CDs | 06367DBW4 | BMOCHG 5.970 07/29/2024 | 50,000,000 | 257,042 | | | 257,042 |
| Negotiable CDs | 06367DCF0 | BMOCHG 6.010 08/14/2024 | 50,000,000 | 258,764 | | | 258,764 |
| Negotiable CDs | 06367DD44 | BMOCHG 5.970 09/23/2024 | 50,000,000 | 257,042 | | | 257,042 |
| Negotiable CDs | 06367DDS1 | BMOCHG 5.880 08/09/2024 | 50,000,000 | 253,167 | | | 253,167 |
| Negotiable CDs | 06367DE43 | BMOCHG 5.860 10/21/2024 | 60,000,000 | 302,767 | | | 302,767 |
| Negotiable CDs | 06367DEK7 | BMOCHG 5.800 11/06/2024 | 50,000,000 | 249,722 | | | 249,722 |
| Negotiable CDs | 06367DFA8 | BMOCHG 5.580 10/24/2024 | 50,000,000 | 240,250 | | | 240,250 |
| Negotiable CDs | 06367DFX8 | BMOCHG 5.560 07/01/2024 | 50,000,000 | 239,389 | | | 239,389 |
| Negotiable CDs | 13606KC38 | CIBCNY 5.940 09/09/2024 | 50,000,000 | 255,750 | | | 255,750 |
| Negotiable CDs | 13606KD78 | CIBCNY 5.920 08/12/2024 | 50,000,000 | 254,889 | | | 254,889 |
| Negotiable CDs | 13606KF92 | CIBCNY 5.880 08/16/2024 | 50,000,000 | 253,167 | | | 253,167 |
| Negotiable CDs | 13606KW51 | CIBCNY 5.370 09/11/2024 | 50,000,000 | 193,917 | | | 193,917 |
| Negotiable CDs | 13606KZN9 | CIBCNY 5.920 07/29/2024 | 60,000,000 | 305,867 | | | 305,867 |
| Negotiable CDs | 13606KZR0 | CIBCNY 5.890 07/01/2024 | 50,000,000 | 253,597 | | | 253,597 |
| Negotiable CDs | 65603APG0 | NORNY 5.830 04/23/2024 | 50,000,000 | 251,014 | | | 251,014 |
| Negotiable CDs | 78015J5K9 | RY 5.900 09/09/2024 | 60,000,000 | 304,833 | | | 304,833 |
| Negotiable CDs | 78015J7F8 | RY 5.930 08/12/2024 | 60,000,000 | 306,383 | | | 306,383 |
| Negotiable CDs | 78015JAK3 | RY 5.960 09/23/2024 | 60,000,000 | 307,933 | | | 307,933 |
| Negotiable CDs | 78015JE37 | RY 5.860 08/15/2024 | 50,000,000 | 252,306 | | | 252,306 |
| Negotiable CDs | 78015JE78 | RY 5.860 08/26/2024 | 50,000,000 | 252,306 | | | 252,306 |
| Negotiable CDs | 78015JHT7 | RY 5.530 06/03/2024 | 60,000,000 | 285,717 | | | 285,717 |
| Negotiable CDs | 78015JJ73 | RY 5.480 10/24/2024 | 50,000,000 | 235,944 | | | 235,944 |
| Negotiable CDs | 78015JXW2 | RY 5.890 06/28/2024 | 50,000,000 | 253,597 | | | 253,597 |
| Negotiable CDs | 89115BH52 | TDNY 5.930 10/21/2024 | 50,000,000 | 255,319 | | | 255,319 |
| Negotiable CDs | 89115BNG1 | TDNY 5.850 06/05/2024 | 50,000,000 | 251,875 | | | 251,875 |
| Negotiable CDs | 89115BNV8 | TDNY 5.560 07/01/2024 | 50,000,000 | 239,389 | | | 239,389 |
| Negotiable CDs | 89115BP95 | TDNY 5.580 10/24/2024 | 50,000,000 | 240,250 | | | 240,250 |
| Negotiable CDs | 89115BRG7 | TDNY 6.050 07/01/2024 | 50,000,000 | 260,486 | | | 260,486 |
| Negotiable CDs | 89115BS84 | TDNY 5.910 07/01/2024 | 50,000,000 | 254,458 | | | 254,458 |
| Negotiable CDs | 89115BSQ4 | TDNY 5.930 07/01/2024 | 50,000,000 | 255,319 | | | 255,319 |
| Negotiable CDs | 89115BV80 | TDNY 5.900 07/03/2024 | 50,000,000 | 254,028 | | | 254,028 |
| Negotiable CDs | 89115BXF2 | TDNY 5.600 03/06/2024 | | 38,889 | | | 38,889 |
| Negotiable CDs | 89115DC20 | TDNY 5.380 07/15/2024 | 70,000,000 | 282,450 | | | 282,450 |
| Negotiable CDs | 89115DC61 | TDNY 5.370 09/10/2024 | 50,000,000 | 193,917 | | | 193,917 |
| Negotiable CDs | 89115DCA2 | TDNY 5.360 09/25/2024 | 50,000,000 | 193,556 | | | 193,556 |
| Subtotals | | | \$ 2,080,000,000 | \$ 10,276,353 | \$ - | \$ - | \$ 10,276,353 |
| Commercial Paper | 03785DCF1 | APPINC 0.000 03/15/2024 | | | \$ 24,754 | | \$ 24,754 |
| Commercial Paper | 59157TFH1 | METSHR 0.000 06/17/2024 | 41,000,000 | | 161,745 | | 161,745 |
| Commercial Paper | 59157TGQ0 | METSHR 0.000 07/24/2024 | 48,500,000 | | 189,878 | | 189,878 |
| Commercial Paper | 59157TK44 | METSHR 0.000 10/04/2024 | 15,000,000 | | 8,667 | | 8,667 |
| Commercial Paper | 59515MD85 | MSFT 0.000 04/08/2024 | 50,000,000 | | 229,486 | | 229,486 |
| Commercial Paper | 59515MDA0 | MSFT 0.000 04/10/2024 | 55,000,000 | | 252,908 | | 252,908 |
| Commercial Paper | 59515MDN2 | MSFT 0.000 04/22/2024 | 50,000,000 | | 227,333 | | 227,333 |
| Commercial Paper | 59515ME84 | MSFT 0.000 05/08/2024 | 50,000,000 | | 229,917 | | 229,917 |

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 | 59515ME84 | MSFT 0.000 05/08/2024 | 50,000,000 | | 229,917 | | 229,917 |
| Commercial Paper | 59515MGF6 | MSFT 0.000 07/15/2024 | 10,000,000 | | 39,150 | | 39,150 |
| Commercial Paper | 62479LCD5 | MUFGBK 0.000 03/13/2024 | | | 94,167 | | 94,167 |
| Commercial Paper | 62479LCR4 | MUFGBK 0.000 03/25/2024 | | | 227,200 | | 227,200 |
| Commercial Paper | 62479LCR4 | MUFGBK 0.000 03/25/2024 | | | 187,667 | | 187,667 |
| Commercial Paper | 62479LCU7 | MUFGBK 0.000 03/28/2024 | | | 354,450 | | 354,450 |
| Commercial Paper | 62479LD85 | MUFGBK 0.000 04/08/2024 | 50,000,000 | | 236,806 | | 236,806 |
| Commercial Paper | 62479LD85 | MUFGBK 0.000 04/08/2024 | 50,000,000 | | 235,514 | | 235,514 |
| Commercial Paper | 62479LDQ5 | MUFGBK 0.000 04/24/2024 | 75,000,000 | | 346,813 | | 346,813 |
| Commercial Paper | 62479LE68 | MUFGBK 0.000 05/06/2024 | 51,000,000 | | 212,613 | | 212,613 |
| Commercial Paper | 62479LEQ4 | MUFGBK 0.000 05/24/2024 | 40,000,000 | | 184,622 | | 184,622 |
| Commercial Paper | 62479LFE0 | MUFGBK 0.000 06/14/2024 | 20,000,000 | | 91,967 | | 91,967 |
| Commercial Paper | 62479LFJ9 | MUFGBK 0.000 06/18/2024 | 55,000,000 | | 252,908 | | 252,908 |
| Commercial Paper | 62479LG17 | MUFGBK 0.000 07/01/2024 | 50,000,000 | | 243,264 | | 243,264 |
| Commercial Paper | 62479LKQ7 | MUFGBK 0.000 10/24/2024 | 50,000,000 | | 50,750 | | 50,750 |
| Commercial Paper | 89233GCF1 | TOYCC 0.000 03/15/2024 | | | 106,944 | | 106,944 |
| Commercial Paper | 89233GE36 | TOYCC 0.000 05/03/2024 | 60,000,000 | | 289,333 | | 289,333 |
| Commercial Paper | 89233GE69 | TOYCC 0.000 05/06/2024 | 50,000,000 | | 241,111 | | 241,111 |
| Commercial Paper | 89233GEL6 | TOYCC 0.000 05/20/2024 | 80,000,000 | | 363,044 | | 363,044 |
| Commercial Paper | 89233GG18 | TOYCC 0.000 07/01/2024 | 50,000,000 | | 241,542 | | 241,542 |
| Commercial Paper | 89233GG18 | TOYCC 0.000 07/01/2024 | 50,000,000 | | 239,389 | | 239,389 |
| Commercial Paper | 89233GKP0 | TOYCC 0.000 10/23/2024 | 75,000,000 | | 65,000 | | 65,000 |
| Subtotals | | | \$ 1,175,500,000 | \$ - | \$ 5,858,858 | \$ - | \$ 5,858,858 |
| Money Market Funds | 09248U718 | BlackRock Liquidity Funds T-Fund | \$ 13,184,772 | \$ 85,705 | | | \$ 85,705 |
| Money Market Funds | 31607A703 | Fidelity Govt Portfolio | 773,910,117 | 3,432,198 | | | 3,432,198 |
| Money Market Funds | 608919718 | Federated Hermes Govt Obligations Fund | 398,285,003 | 2,093,865 | | | 2,093,865 |
| Money Market Funds | 262006208 | Dreyfus Government Cash Management | 12,556,693 | 86,995 | | | 86,995 |
| Money Market Funds | 85749T517 | State Street Institutional U.S. Govt MMF | 465,377,458 | 2,977,679 | | | 2,977,679 |
| Money Market Funds | 61747C319 | Morgan Stanley Institutional Liquidity Fund | 25,017,884 | 17,884 | | | 17,884 |
| Subtotals | | | \$ 1,688,331,927 | \$ 8,694,326 | \$ - | \$ - | \$ 8,694,326 |
| Supranationals | 45818WDG8 | IADB 0.820 02/27/2026 | \$ 19,500,000 | \$ 13,325 | \$ (1,071) | | \$ 12,254 |
| Supranationals | 4581X0CM8 | IADB 2.125 01/15/2025 | 100,000,000 | 177,083 | (129,379) | | 47,704 |
| Supranationals | 4581X0DN5 | IADB 0.625 07/15/2025 | 28,900,000 | 15,052 | 8,734 | | 23,786 |
| Supranationals | 4581X0DZ8 | IADB 0.500 09/23/2024 | 50,000,000 | 20,833 | 11,897 | | 32,730 |
| Supranationals | 4581X0EE4 | IADB 3.250 07/01/2024 | 80,000,000 | 216,667 | 339 | | 217,006 |
| Supranationals | 459056HV2 | IBRD 1.500 08/28/2024 | 50,000,000 | 62,500 | (29,623) | | 32,877 |
| Supranationals | 459058HT3 | IBRD 1.626 01/15/2025 | 29,314,000 | 11,916 | 27,598 | | 39,514 |
| Supranationals | 459058JB0 | IBRD 0.626 04/22/2025 | 40,000,000 | 20,867 | (1,947) | | 18,919 |
| Supranationals | 45906M3B5 | IBRD 1.980 06/14/2024 | 100,000,000 | 165,000 | | | 165,000 |
| Supranationals | 45906M4C2 | IBRD 5.750 06/15/2026 | | 71,556 | | | 71,556 |
| Supranationals | 45950VQG4 | IFC 0.440 09/23/2024 | 10,000,000 | 3,667 | 2,362 | | 6,029 |
| Supranationals | 45950VRU2 | IFC 4.023 01/26/2026 | 100,000,000 | 335,250 | | | 335,250 |
| Subtotals | | | \$ 607,714,000 | \$ 1,113,715 | \$ (111,091) | \$ - | \$ 1,002,625 |
| Grand Totals | | | \$15,964,112,927 | \$ 41,031,581 | \$ 7,297,436 | \$ - | \$ 48,329,017 |

Investment Transactions Pooled Fund

For month ended March 31, 2024

| Accounting ID | Transaction Type | Cusip | Description | Price | Settlement Date | Posted Date | Par Value | Principal | Accrued Interest | Total |
|---------------|------------------|-----------|-------------------------|-----------|-----------------|-------------|------------------|------------------|------------------|------------------|
| 57862 | Buy | 3130B0AD1 | FHLB 5.500 09/04/2025 | 100.00000 | 03/04/2024 | 03/04/2024 | 25,000,000.00 | 25,000,000.00 | 0.00 | 25,000,000.00 |
| 57863 | Buy | 3130B0AD1 | FHLB 5.500 09/04/2025 | 100.00000 | 03/04/2024 | 03/04/2024 | 25,000,000.00 | 25,000,000.00 | 0.00 | 25,000,000.00 |
| 57864 | Buy | 3130B0AD1 | FHLB 5.500 09/04/2025 | 100.00000 | 03/04/2024 | 03/04/2024 | 25,000,000.00 | 25,000,000.00 | 0.00 | 25,000,000.00 |
| 57865 | Buy | 3130B0AD1 | FHLB 5.500 09/04/2025 | 100.00000 | 03/04/2024 | 03/04/2024 | 25,000,000.00 | 25,000,000.00 | 0.00 | 25,000,000.00 |
| 57867 | Buy | 62479LE68 | MUFGBK 0.000 05/06/2024 | 99.06200 | 03/04/2024 | 03/04/2024 | 51,000,000.00 | 50,521,620.00 | 0.00 | 50,521,620.00 |
| 57866 | Buy | 912797JQ1 | B 0.000 04/30/2024 | 99.17845 | 03/05/2024 | 03/05/2024 | 35,000,000.00 | 34,712,457.11 | 0.00 | 34,712,457.11 |
| 57868 | Buy | 59157TFH1 | METSHR 0.000 06/17/2024 | 98.48044 | 03/05/2024 | 03/05/2024 | 41,000,000.00 | 40,376,982.22 | 0.00 | 40,376,982.22 |
| 57869 | Buy | 59157TGQ0 | METSHR 0.000 07/24/2024 | 97.95550 | 03/05/2024 | 03/05/2024 | 48,500,000.00 | 47,508,417.50 | 0.00 | 47,508,417.50 |
| 57870 | Buy | 59515MGF6 | MSFT 0.000 07/15/2024 | 98.08600 | 03/05/2024 | 03/05/2024 | 10,000,000.00 | 9,808,600.00 | 0.00 | 9,808,600.00 |
| 57871 | Buy | 89115DC20 | TDNY 5.380 07/15/2024 | 100.00000 | 03/05/2024 | 03/05/2024 | 70,000,000.00 | 70,000,000.00 | 0.00 | 70,000,000.00 |
| 57872 | Buy | 89115DC61 | TDNY 5.370 09/10/2024 | 100.00000 | 03/06/2024 | 03/06/2024 | 50,000,000.00 | 50,000,000.00 | 0.00 | 50,000,000.00 |
| 57873 | Buy | 89115DCA2 | TDNY 5.360 09/25/2024 | 100.00000 | 03/06/2024 | 03/06/2024 | 50,000,000.00 | 50,000,000.00 | 0.00 | 50,000,000.00 |
| 57874 | Buy | 13606KW51 | CIBCNY 5.370 09/11/2024 | 100.00000 | 03/06/2024 | 03/06/2024 | 50,000,000.00 | 50,000,000.00 | 0.00 | 50,000,000.00 |
| 57875 | Buy | 912797GL5 | B 0.000 09/05/2024 | 97.49166 | 03/12/2024 | 03/12/2024 | 50,000,000.00 | 48,745,832.00 | 0.00 | 48,745,832.00 |
| 57876 | Buy | 313384UM9 | FHDN 0.000 03/19/2024 | 99.98533 | 03/18/2024 | 03/18/2024 | 50,000,000.00 | 49,992,666.67 | 0.00 | 49,992,666.67 |
| 57877 | Buy | 313384UM9 | FHDN 0.000 03/19/2024 | 99.98533 | 03/18/2024 | 03/18/2024 | 50,000,000.00 | 49,992,666.67 | 0.00 | 49,992,666.67 |
| 57879 | Buy | 91282CEW7 | T 3.250 06/30/2027 | 96.40625 | 03/21/2024 | 03/21/2024 | 50,000,000.00 | 48,203,125.00 | 361,607.14 | 48,564,732.14 |
| 57878 | Buy | 459058HT3 | IBRD 1.626 01/15/2025 | 97.18500 | 03/22/2024 | 03/22/2024 | 29,314,000.00 | 28,488,810.90 | 88,709.05 | 28,577,519.95 |
| 57884 | Buy | 62479LKQ7 | MUFGBK 0.000 10/24/2024 | 96.91150 | 03/25/2024 | 03/25/2024 | 50,000,000.00 | 48,455,750.00 | 0.00 | 48,455,750.00 |
| 57885 | Buy | 89233GKP0 | TOYCC 0.000 10/23/2024 | 96.95222 | 03/26/2024 | 03/26/2024 | 75,000,000.00 | 72,714,166.67 | 0.00 | 72,714,166.67 |
| 57887 | Buy | 313384K32 | FHDN 0.000 10/11/2024 | 97.22506 | 03/26/2024 | 03/26/2024 | 25,000,000.00 | 24,306,263.89 | 0.00 | 24,306,263.89 |
| 57886 | Buy | 3130B0MZ9 | FHLB 5.100 01/27/2025 | 100.00000 | 03/27/2024 | 03/27/2024 | 115,000,000.00 | 115,000,000.00 | 0.00 | 115,000,000.00 |
| 57880 | Buy | 3134H1YE7 | FHLMC 5.910 03/14/2029 | 100.00000 | 03/28/2024 | 03/28/2024 | 20,000,000.00 | 20,000,000.00 | 0.00 | 20,000,000.00 |
| 57881 | Buy | 3134H1YE7 | FHLMC 5.910 03/14/2029 | 100.00000 | 03/28/2024 | 03/28/2024 | 20,000,000.00 | 20,000,000.00 | 0.00 | 20,000,000.00 |
| 57882 | Buy | 3134H1YE7 | FHLMC 5.910 03/14/2029 | 100.00000 | 03/28/2024 | 03/28/2024 | 55,000,000.00 | 55,000,000.00 | 0.00 | 55,000,000.00 |
| 57883 | Buy | 3134H1YE7 | FHLMC 5.910 03/14/2029 | 100.00000 | 03/28/2024 | 03/28/2024 | 20,000,000.00 | 20,000,000.00 | 0.00 | 20,000,000.00 |
| 57888 | Buy | 59157TK44 | METSHR 0.000 10/04/2024 | 97.25556 | 03/28/2024 | 03/28/2024 | 15,000,000.00 | 14,588,333.33 | 0.00 | 14,588,333.33 |
| | | | Activity Total | | | | 1,129,814,000.00 | 1,118,415,691.96 | 450,316.19 | 1,118,866,008.15 |
| 57860 | Maturity | 313588TT2 | FNMDN 0.000 03/01/2024 | 100.00000 | 03/01/2024 | 03/01/2024 | 15,000,000.00 | 15,000,000.00 | 0.00 | 15,000,000.00 |
| 57604 | Maturity | 89115BXF2 | TDNY 5.600 03/06/2024 | 100.00000 | 03/06/2024 | 03/06/2024 | 50,000,000.00 | 50,000,000.00 | 0.00 | 50,000,000.00 |
| 57507 | Maturity | 3130ATUQ8 | FHLB 4.750 03/08/2024 | 100.00000 | 03/08/2024 | 03/08/2024 | 10,000,000.00 | 10,000,000.00 | 0.00 | 10,000,000.00 |
| 57523 | Maturity | 3130ATUQ8 | FHLB 4.750 03/08/2024 | 100.00000 | 03/08/2024 | 03/08/2024 | 20,000,000.00 | 20,000,000.00 | 0.00 | 20,000,000.00 |
| 57524 | Maturity | 3130ATUQ8 | FHLB 4.750 03/08/2024 | 100.00000 | 03/08/2024 | 03/08/2024 | 30,000,000.00 | 30,000,000.00 | 0.00 | 30,000,000.00 |
| 57537 | Maturity | 3130ATUQ8 | FHLB 4.750 03/08/2024 | 100.00000 | 03/08/2024 | 03/08/2024 | 30,000,000.00 | 30,000,000.00 | 0.00 | 30,000,000.00 |
| 57538 | Maturity | 3130ATUQ8 | FHLB 4.750 03/08/2024 | 100.00000 | 03/08/2024 | 03/08/2024 | 25,000,000.00 | 25,000,000.00 | 0.00 | 25,000,000.00 |
| 57792 | Maturity | 62479LCD5 | MUFGBK 0.000 03/13/2024 | 100.00000 | 03/13/2024 | 03/13/2024 | 50,000,000.00 | 50,000,000.00 | 0.00 | 50,000,000.00 |
| 57859 | Maturity | 03785DCF1 | APPINC 0.000 03/15/2024 | 100.00000 | 03/15/2024 | 03/15/2024 | 12,090,000.00 | 12,090,000.00 | 0.00 | 12,090,000.00 |
| 57684 | Full Call | 45906M4C2 | IBRD 5.750 06/15/2026 | 100.00000 | 03/15/2024 | 03/15/2024 | 32,000,000.00 | 32,000,000.00 | 460,000.00 | 32,460,000.00 |
| 57794 | Maturity | 89233GCF1 | TOYCC 0.000 03/15/2024 | 100.00000 | 03/15/2024 | 03/15/2024 | 50,000,000.00 | 50,000,000.00 | 0.00 | 50,000,000.00 |
| 47313 | Maturity | 91282CBB1 | T 0.250 03/15/2024 | 100.00000 | 03/15/2024 | 03/15/2024 | 50,000,000.00 | 50,000,000.00 | 0.00 | 50,000,000.00 |
| 46973 | Maturity | 3133EMTW2 | FFCB 0.300 03/18/2024 | 100.00000 | 03/18/2024 | 03/18/2024 | 50,000,000.00 | 50,000,000.00 | 0.00 | 50,000,000.00 |
| 46974 | Maturity | 3133EMTW2 | FFCB 0.300 03/18/2024 | 100.00000 | 03/18/2024 | 03/18/2024 | 50,000,000.00 | 50,000,000.00 | 0.00 | 50,000,000.00 |
| 57876 | Maturity | 313384UM9 | FHDN 0.000 03/19/2024 | 100.00000 | 03/19/2024 | 03/19/2024 | 50,000,000.00 | 50,000,000.00 | 0.00 | 50,000,000.00 |
| 57877 | Maturity | 313384UM9 | FHDN 0.000 03/19/2024 | 100.00000 | 03/19/2024 | 03/19/2024 | 50,000,000.00 | 50,000,000.00 | 0.00 | 50,000,000.00 |
| 57749 | Maturity | 62479LCR4 | MUFGBK 0.000 03/25/2024 | 100.00000 | 03/25/2024 | 03/25/2024 | 60,000,000.00 | 60,000,000.00 | 0.00 | 60,000,000.00 |
| 57796 | Maturity | 62479LCR4 | MUFGBK 0.000 03/25/2024 | 100.00000 | 03/25/2024 | 03/25/2024 | 50,000,000.00 | 50,000,000.00 | 0.00 | 50,000,000.00 |
| 57804 | Maturity | 62479LCU7 | MUFGBK 0.000 03/28/2024 | 100.00000 | 03/28/2024 | 03/28/2024 | 85,000,000.00 | 85,000,000.00 | 0.00 | 85,000,000.00 |
| | | | Activity Total | | | | 769,090,000.00 | 769,090,000.00 | 460,000.00 | 769,550,000.00 |

Interest Received
Pooled Fund

| For month ended March 31, 2024 | | | | | | | |
|--------------------------------|------------------|-----------|------------------------|-------------|-------------------|-------------------------------|---------------|
| Accounting ID | Transaction Type | Cusip | Description | Date Posted | Interest Received | Purchased Interest Adjustment | Net Interest |
| 46467 | Interest Income | 3133ELQY3 | FFCB 1.210 03/03/2025 | 03/04/2024 | 145,200.00 | | 145,200.00 |
| 46468 | Interest Income | 3133ELQY3 | FFCB 1.210 03/03/2025 | 03/04/2024 | 96,800.00 | | 96,800.00 |
| 47168 | Interest Income | 3130AP6T7 | FHLB 1.075 09/03/2026 | 03/04/2024 | 134,375.00 | | 134,375.00 |
| 47169 | Interest Income | 3130AP6T7 | FHLB 1.075 09/03/2026 | 03/04/2024 | 134,375.00 | | 134,375.00 |
| 47170 | Interest Income | 3130AP6T7 | FHLB 1.075 09/03/2026 | 03/04/2024 | 134,375.00 | | 134,375.00 |
| 47171 | Interest Income | 3130AP6T7 | FHLB 1.075 09/03/2026 | 03/04/2024 | 134,375.00 | | 134,375.00 |
| 57604 | Interest Income | 89115BXF2 | TDNY 5.600 03/06/2024 | 03/06/2024 | 2,846,666.65 | | 2,846,666.65 |
| 47314 | Interest Income | 3130ARB59 | FHLB 2.350 03/08/2027 | 03/08/2024 | 293,750.00 | | 293,750.00 |
| 47315 | Interest Income | 3130ARB59 | FHLB 2.350 03/08/2027 | 03/08/2024 | 293,750.00 | | 293,750.00 |
| 47316 | Interest Income | 3130ARB59 | FHLB 2.350 03/08/2027 | 03/08/2024 | 293,750.00 | | 293,750.00 |
| 47317 | Interest Income | 3130ARB59 | FHLB 2.350 03/08/2027 | 03/08/2024 | 293,750.00 | | 293,750.00 |
| 57507 | Interest Income | 3130ATUQ8 | FHLB 4.750 03/08/2024 | 03/08/2024 | 237,500.00 | | 237,500.00 |
| 57523 | Interest Income | 3130ATUQ8 | FHLB 4.750 03/08/2024 | 03/08/2024 | 475,000.00 | | 475,000.00 |
| 57524 | Interest Income | 3130ATUQ8 | FHLB 4.750 03/08/2024 | 03/08/2024 | 712,500.00 | | 712,500.00 |
| 57537 | Interest Income | 3130ATUQ8 | FHLB 4.750 03/08/2024 | 03/08/2024 | 712,500.00 | | 712,500.00 |
| 57538 | Interest Income | 3130ATUQ8 | FHLB 4.750 03/08/2024 | 03/08/2024 | 593,750.00 | | 593,750.00 |
| 57760 | Interest Income | 3130AXCP1 | FHLB 4.875 09/11/2026 | 03/11/2024 | 267,389.69 | 37,047.97 | 230,341.72 |
| 57815 | Interest Income | 3133EM4X7 | FFCB 0.800 09/10/2026 | 03/11/2024 | 115,900.00 | 59,237.78 | 56,662.22 |
| 47321 | Interest Income | 3133ENRD4 | FFCB 1.680 03/10/2027 | 03/11/2024 | 408,013.20 | | 408,013.20 |
| 47196 | Interest Income | 3130A8ZQ9 | FHLB 1.750 09/12/2025 | 03/12/2024 | 90,081.25 | | 90,081.25 |
| 57789 | Interest Income | 3130AXB31 | FHLB 4.875 03/13/2026 | 03/13/2024 | 235,625.00 | 58,229.17 | 177,395.83 |
| 57790 | Interest Income | 3130AXB31 | FHLB 4.875 03/13/2026 | 03/13/2024 | 235,625.00 | 58,229.17 | 177,395.83 |
| 57791 | Interest Income | 3130AXB31 | FHLB 4.875 03/13/2026 | 03/13/2024 | 235,625.00 | 58,229.17 | 177,395.83 |
| 47160 | Interest Income | 3130ANTG5 | FHLB 1.050 08/10/2026 | 03/13/2024 | 131,250.00 | | 131,250.00 |
| 47161 | Interest Income | 3130ANTG5 | FHLB 1.050 08/10/2026 | 03/13/2024 | 131,250.00 | | 131,250.00 |
| 47162 | Interest Income | 3130ANTG5 | FHLB 1.050 08/10/2026 | 03/13/2024 | 131,250.00 | | 131,250.00 |
| 47163 | Interest Income | 3130ANTG5 | FHLB 1.050 08/10/2026 | 03/13/2024 | 131,250.00 | | 131,250.00 |
| 47504 | Interest Income | 3130ATVD6 | FHLB 4.875 09/13/2024 | 03/13/2024 | 1,218,750.00 | | 1,218,750.00 |
| 57684 | Interest Income | 45906M4C2 | IBRD 5.750 06/15/2026 | 03/15/2024 | 460,000.00 | | 460,000.00 |
| 57743 | Interest Income | 3133EPVY8 | FFCB 5.000 09/15/2025 | 03/15/2024 | 205,750.00 | | 205,750.00 |
| 57744 | Interest Income | 3133EPVY8 | FFCB 5.000 09/15/2025 | 03/15/2024 | 375,000.00 | | 375,000.00 |
| 57745 | Interest Income | 3133EPVY8 | FFCB 5.000 09/15/2025 | 03/15/2024 | 500,000.00 | | 500,000.00 |
| 47313 | Interest Income | 91282CBR1 | T 0.250 03/15/2024 | 03/15/2024 | 62,500.00 | | 62,500.00 |
| 47483 | Interest Income | 91282CFK2 | T 3.500 09/15/2025 | 03/15/2024 | 875,000.00 | | 875,000.00 |
| 46973 | Interest Income | 3133EMTW2 | FFCB 0.300 03/18/2024 | 03/18/2024 | 75,000.00 | | 75,000.00 |
| 46974 | Interest Income | 3133EMTW2 | FFCB 0.300 03/18/2024 | 03/18/2024 | 75,000.00 | | 75,000.00 |
| 46954 | Interest Income | 3137EAEX3 | FHLMC 0.375 09/23/2025 | 03/25/2024 | 42,375.00 | | 42,375.00 |
| 47151 | Interest Income | 3133EM5X6 | FFCB 0.430 09/23/2024 | 03/25/2024 | 53,750.00 | | 53,750.00 |
| 47152 | Interest Income | 3133EM5X6 | FFCB 0.430 09/23/2024 | 03/25/2024 | 107,500.00 | | 107,500.00 |
| 47153 | Interest Income | 3133EM5X6 | FFCB 0.430 09/23/2024 | 03/25/2024 | 107,500.00 | | 107,500.00 |
| 47179 | Interest Income | 45950VQG4 | IFC 0.440 09/23/2024 | 03/25/2024 | 22,000.00 | | 22,000.00 |
| 47197 | Interest Income | 4581XODZ8 | IADB 0.500 09/23/2024 | 03/25/2024 | 125,000.00 | | 125,000.00 |
| 47465 | Interest Income | 3133ENP79 | FFCB 4.250 09/26/2024 | 03/26/2024 | 1,062,500.00 | | 1,062,500.00 |
| | | | Activity Total | | 15,013,300.79 | 270,973.26 | 14,742,327.53 |

Money Market Fund Activity Pooled Fund

| For month ended March 31, 2024 | | | | |
|--------------------------------|--|---------------|-------------------|--------------------------|
| Accounting ID | Description | Activity Date | Transaction Type | Transaction Amount |
| TSTXX | BlackRock Liquidity Funds T-Fund | 03/01/2024 | Interest Received | 158,765.92 |
| TSTXX | BlackRock Liquidity Funds T-Fund | 03/04/2024 | Withdrawal | (65,000,000.00) |
| | Activity Total | | | (64,841,234.08) |
| FRGXX | Fidelity Govt Portfolio | 03/28/2024 | Interest Received | 3,432,197.91 |
| | Activity Total | | | 3,432,197.91 |
| GOFXX | Federated Hermes Govt Obligations | 03/01/2024 | Deposit | 128,000,000.00 |
| GOFXX | Federated Hermes Govt Obligations | 03/05/2024 | Withdrawal | (100,000,000.00) |
| GOFXX | Federated Hermes Govt Obligations | 03/06/2024 | Withdrawal | (81,000,000.00) |
| GOFXX | Federated Hermes Govt Obligations | 03/07/2024 | Withdrawal | (20,000,000.00) |
| GOFXX | Federated Hermes Govt Obligations | 03/11/2024 | Withdrawal | (90,000,000.00) |
| GOFXX | Federated Hermes Govt Obligations | 03/12/2024 | Withdrawal | (70,000,000.00) |
| GOFXX | Federated Hermes Govt Obligations | 03/15/2024 | Deposit | 150,000,000.00 |
| GOFXX | Federated Hermes Govt Obligations | 03/18/2024 | Deposit | 45,000,000.00 |
| GOFXX | Federated Hermes Govt Obligations | 03/19/2024 | Withdrawal | (100,000,000.00) |
| GOFXX | Federated Hermes Govt Obligations | 03/20/2024 | Deposit | 60,000,000.00 |
| GOFXX | Federated Hermes Govt Obligations | 03/21/2024 | Withdrawal | (17,000,000.00) |
| GOFXX | Federated Hermes Govt Obligations | 03/22/2024 | Deposit | 25,000,000.00 |
| GOFXX | Federated Hermes Govt Obligations | 03/25/2024 | Deposit | 19,000,000.00 |
| GOFXX | Federated Hermes Govt Obligations | 03/27/2024 | Withdrawal | (100,000,000.00) |
| GOFXX | Federated Hermes Govt Obligations | 03/28/2024 | Interest Received | 2,093,865.19 |
| | Activity Total | | | (148,906,134.81) |
| DGCXX | Dreyfus Government Cash Management | 03/04/2024 | Withdrawal | (75,000,000.00) |
| DGCXX | Dreyfus Government Cash Management | 03/28/2024 | Interest Received | 86,994.77 |
| | Activity Total | | | (74,913,005.23) |
| OPGXX | State Street Institutional U.S. Govt MMF | 03/04/2024 | Deposit | 20,000,000.00 |
| OPGXX | State Street Institutional U.S. Govt MMF | 03/05/2024 | Withdrawal | (95,000,000.00) |
| OPGXX | State Street Institutional U.S. Govt MMF | 03/08/2024 | Deposit | 115,000,000.00 |
| OPGXX | State Street Institutional U.S. Govt MMF | 03/14/2024 | Withdrawal | (15,000,000.00) |
| OPGXX | State Street Institutional U.S. Govt MMF | 03/19/2024 | Withdrawal | (110,000,000.00) |
| OPGXX | State Street Institutional U.S. Govt MMF | 03/21/2024 | Withdrawal | (17,000,000.00) |
| OPGXX | State Street Institutional U.S. Govt MMF | 03/26/2024 | Withdrawal | (36,000,000.00) |
| OPGXX | State Street Institutional U.S. Govt MMF | 03/27/2024 | Withdrawal | (95,000,000.00) |
| OPGXX | State Street Institutional U.S. Govt MMF | 03/28/2024 | Withdrawal | (40,000,000.00) |
| OPGXX | State Street Institutional U.S. Govt MMF | 03/28/2024 | Interest Received | 2,977,679.10 |
| | Activity Total | | | (270,022,320.90) |
| IMPXX | Morgan Stanley Institutional Liquidity | 03/27/2024 | Deposit | 25,000,000.00 |
| IMPXX | Morgan Stanley Institutional Liquidity | 03/28/2024 | Interest Received | 17,884.40 |
| | Activity Total | | | 25,017,884.40 |

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Memorandum

AGENDA ITEM 11

DATE: September 17, 2024
TO: Transportation Authority Board
FROM: Cynthia Fong - Deputy Director for Finance and Administration
SUBJECT: 09/24/2024 Board Meeting: Investment Report and Debt Expenditure Report for the Quarter Ended June 30, 2024

| | |
|--|--|
| <p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p>SUMMARY</p> <p>The Transportation Authority's Investment Policy directs that a review of portfolio compliance be presented quarterly. As year-end closing is just wrapping up, the investment report for the quarter ended June 30, 2024, is presented independently. Following the annual audit, the Annual Comprehensive Financial Report will be presented to the Board along with the results of the fiscal audit, single audit, and management review.</p> | <ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input checked="" type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____ |
|--|--|

BACKGROUND

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

DISCUSSION

Investment Report. Our investment policies and practices are subject to, and limited by, applicable provisions of state law and prudent money management principles. All investable funds are invested in accordance with our Investment Policy and applicable provisions of California Government Code Section 53600 et seq. Any



investment of bond proceeds will be further restricted by the provisions of relevant bond documents.

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

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

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

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

Investment Compliance. As of June 30, the Transportation Authority's bank accounts total \$70.5 million and approximately 43.7 percent of this amount was invested in the Treasury Pool. The remaining funds are held in bank accounts for daily operations. These investments are in compliance with the California Government Code and our Board-adopted Investment Policy and provide sufficient liquidity to meet expenditure requirements for the next six months with the drawdown from the Revolving Credit (loan) Agreement later in the fiscal year. Attachment 1 is the investment report furnished by the Office of the Treasurer and Tax Collector for the period ended on June 30, 2024.

Debt Expenditure Compliance. In October 2021, the Transportation Authority entered into a 3-year Revolving Credit (loan) Agreement with U.S. Bank for a total



amount of \$125 million. As of June 30, 2024, the Transportation Authority does not have any outstanding balance in the loan.

As of June 30, 2024, total outstanding bond principal and premium balance is \$194.2 million. We made cumulative payments of \$116.9 million, including principal payment of \$68.3 million and interest payment of \$48.6 million.

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

None. This is an information item.

SUPPLEMENTAL MATERIALS

- Attachment 1 - City and County of San Francisco Investment Report for the Month of June 2024



Treasurer & Tax Collector

CITY AND COUNTY OF SAN FRANCISCO

José Cisneros
TREASURER

Investment Report for the month of June 2024

July 15, 2024

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

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

Colleagues,

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

This correspondence and its attachments show the investment activity for the month of June 2024 for the portfolios under the Treasurer's management. All pricing and valuation data is obtained from Interactive Data Corporation.

CCSF Pooled Fund Investment Earnings Statistics *

| <i>(in \$ million)</i> | Current Month | | Prior Month | |
|------------------------|---------------|-----------|-------------|-----------|
| | Fiscal YTD | June 2024 | Fiscal YTD | May 2024 |
| Average Daily Balance | \$ 15,893 | \$ 16,584 | \$ 15,831 | \$ 16,936 |
| Net Earnings | 541.98 | 50.96 | 491.02 | 52.70 |
| Earned Income Return | 3.41% | 3.75% | 3.38% | 3.67% |

CCSF Pooled Fund Statistics *

| <i>(in \$ million)</i> | % of Portfolio | Book Value | Market Value | Wtd. Avg. Coupon | Wtd. Avg. YTM | WAM |
|------------------------|----------------|--------------------|--------------------|------------------|---------------|------------|
| U.S. Treasuries | 21.19% | \$ 3,621.9 | \$ 3,483.5 | 1.46% | 1.65% | 636 |
| Federal Agencies | 42.18% | 7,056.1 | 6,935.2 | 3.48% | 3.57% | 688 |
| Public Time Deposits | 0.18% | 30.0 | 30.0 | 5.31% | 5.31% | 63 |
| Negotiable CDs | 13.45% | 2,211.0 | 2,211.3 | 5.72% | 5.72% | 83 |
| Commercial Paper | 6.13% | 1,007.6 | 1,007.0 | 0.00% | 4.63% | 125 |
| Money Market Funds | 13.08% | 2,149.9 | 2,149.9 | 5.23% | 5.23% | 1 |
| Supranationals | 3.18% | 532.6 | 523.6 | 2.24% | 2.14% | 314 |
| Secured Bank Deposit | 0.61% | 100.2 | 100.2 | 5.35% | 5.35% | 1 |
| Totals | 100.0% | \$ 16,709.3 | \$ 16,440.7 | 3.34% | 3.70% | 457 |

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

Respectfully,

José Cisneros
Treasurer

cc: Treasury Oversight Committee: Aimee Brown, Kevin Kone, Brenda Kwee McNulty
Greg Wagner - Controller, Office of the Controller
Mark de la Rosa - Director of Audits, Office of the Controller
Mayor's Office of Public Policy and Finance
San Francisco County Transportation Authority
San Francisco Public Library
San Francisco Health Service System

Portfolio Summary

Pooled Fund

As of June 30, 2024

| <i>(in \$ million)</i> | | | | | | | |
|---------------------------------|--------------------|--------------------|---------------------|--------------------------|-----------------------------|-------------------------------|-------------------|
| Security Type | Par Value | Book Value | Market Value | Market/Book Price | Current % Allocation | Max. Policy Allocation | Compliant? |
| U.S. Treasuries | \$ 3,640.0 | \$ 3,621.9 | \$ 3,483.5 | 96.18 | 21.68% | 100% | Yes |
| Federal Agencies | 7,062.4 | 7,056.1 | 6,935.2 | 98.29 | 42.23% | 100% | Yes |
| State & Local Government | | | | | | | |
| Agency Obligations | - | - | - | - | 0.00% | 20% | Yes |
| Public Time Deposits | 30.0 | 30.0 | 30.0 | 100.00 | 0.18% | 100% | Yes |
| Negotiable CDs | 2,211.0 | 2,211.0 | 2,211.3 | 100.02 | 13.23% | 30% | Yes |
| Bankers Acceptances | - | - | - | - | 0.00% | 40% | Yes |
| Commercial Paper | 1,026.5 | 1,007.6 | 1,007.0 | 99.94 | 6.03% | 25% | Yes |
| Medium Term Notes | - | - | - | - | 0.00% | 30% | Yes |
| Repurchase Agreements | - | - | - | - | 0.00% | 10% | Yes |
| Reverse Repurchase/ | | | | | | | |
| Securities Lending Agreements | - | - | - | - | 0.00% | \$75mm | Yes |
| Money Market Funds - Government | 2,250.1 | 2,149.9 | 2,149.9 | 100.00 | 12.87% | 20% | Yes |
| LAIF | - | - | - | - | 0.00% | \$50mm | Yes |
| Supranationals | 532.7 | 532.6 | 523.6 | 98.30 | 3.19% | 30% | Yes |
| Secured Bank Deposit | 100.2 | 100.2 | 100.2 | 100.00 | 0.60% | N/A | Yes |
| TOTAL | \$ 16,852.9 | \$ 16,709.3 | \$ 16,440.7 | 98.39 | 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>

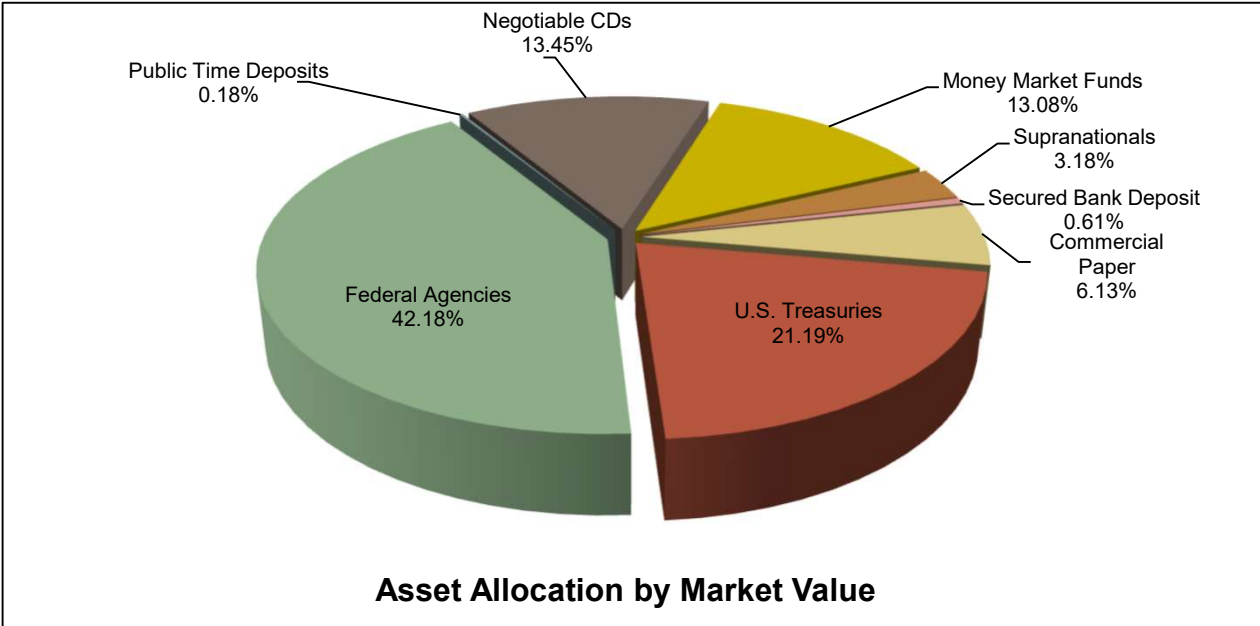
Totals may not add due to rounding.

City and County of San Francisco Pooled Fund Portfolio Statistics

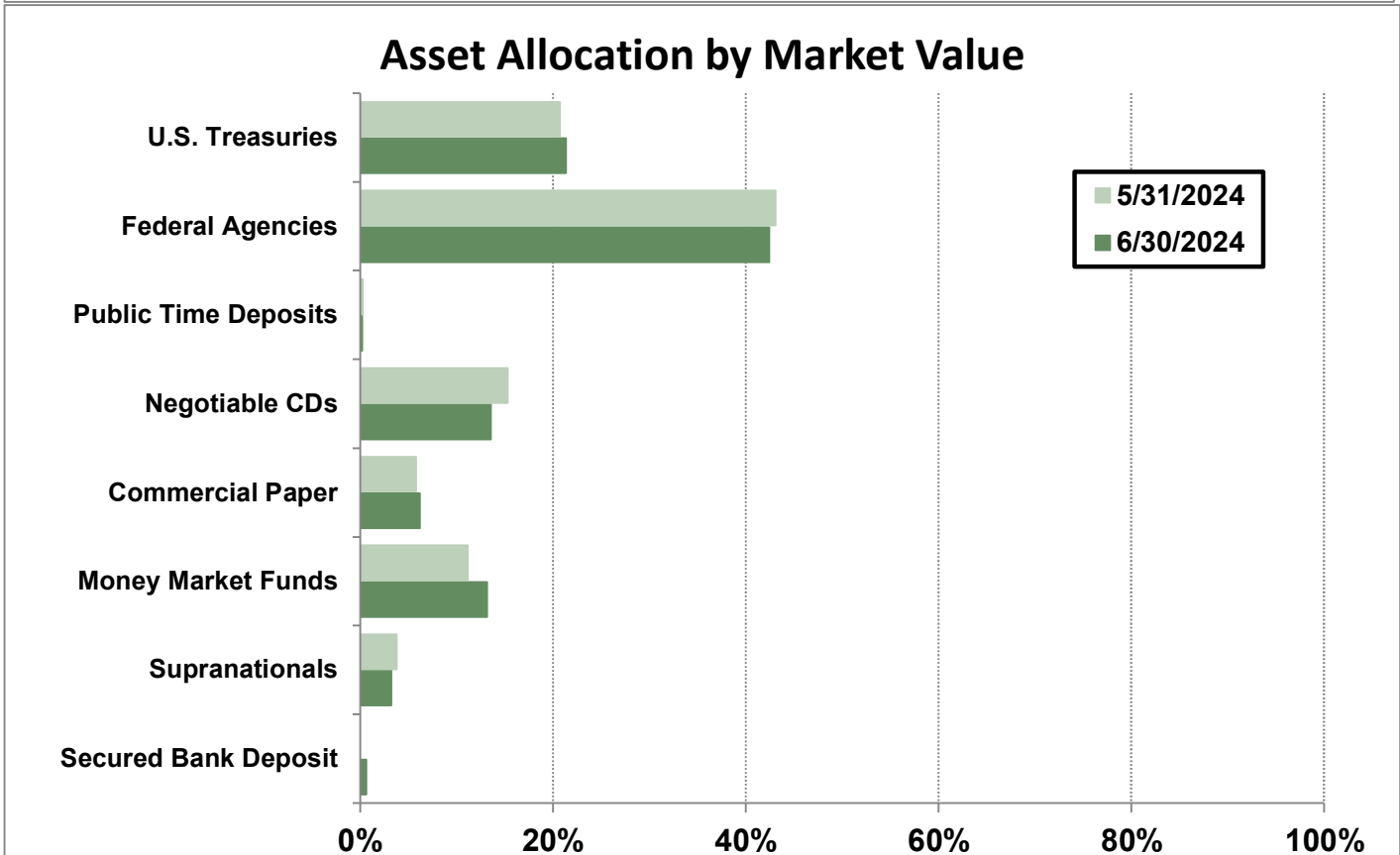
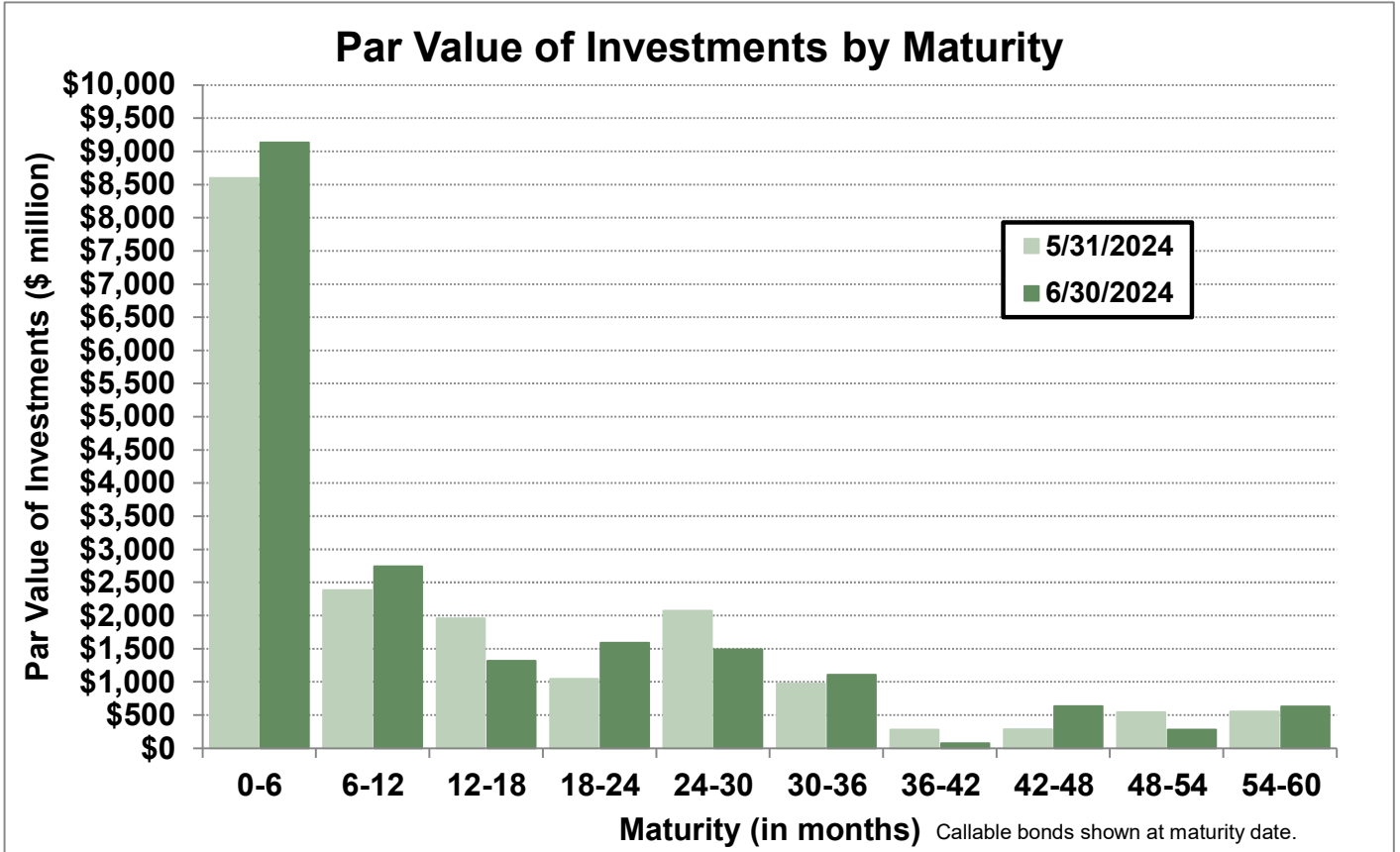
For the month ended June 30, 2024

| | |
|---------------------------|------------------|
| Average Daily Balance | \$16,583,662,179 |
| Net Earnings | \$50,955,251 |
| Earned Income Return | 3.75% |
| Weighted Average Maturity | 457 days |

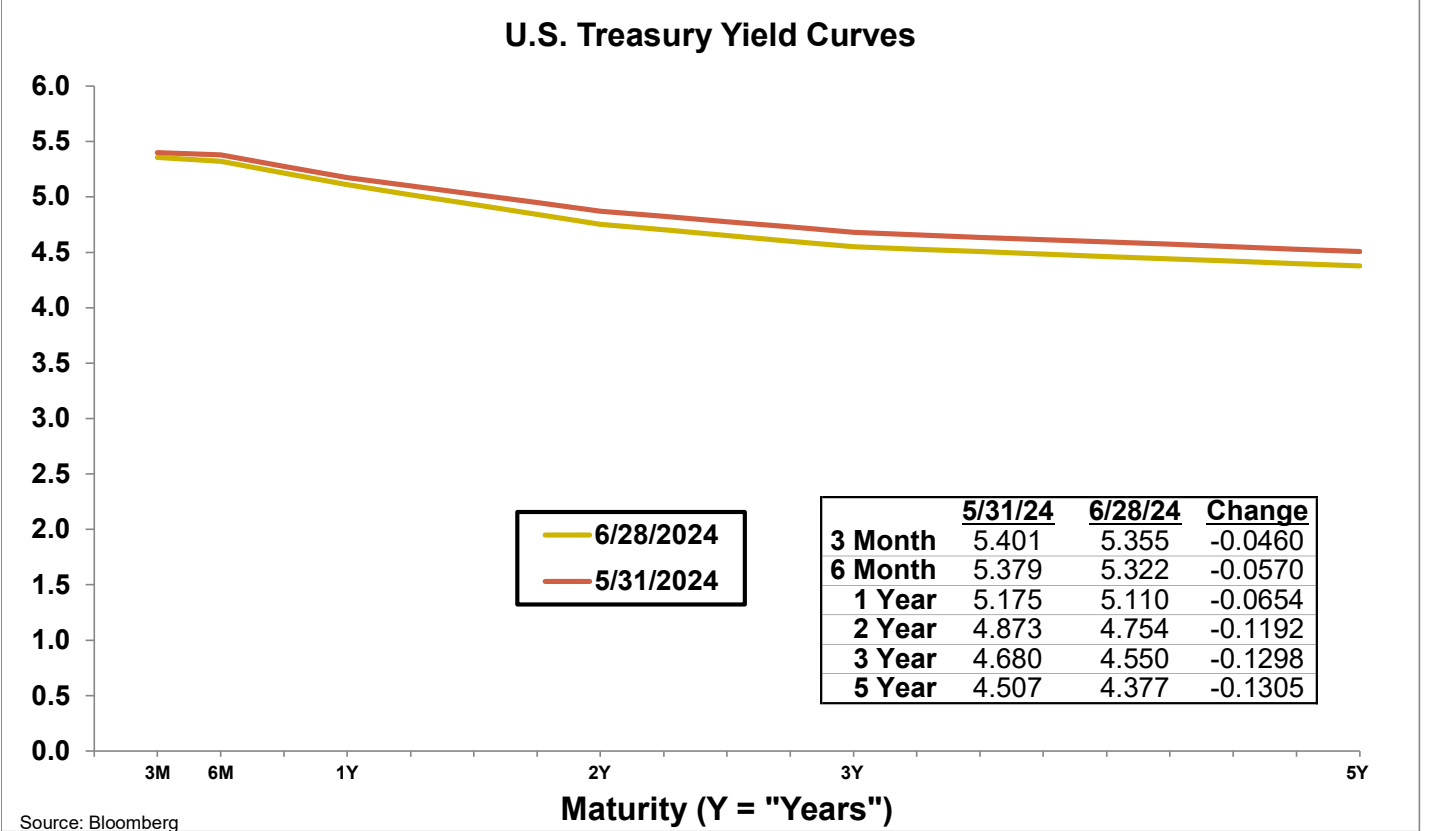
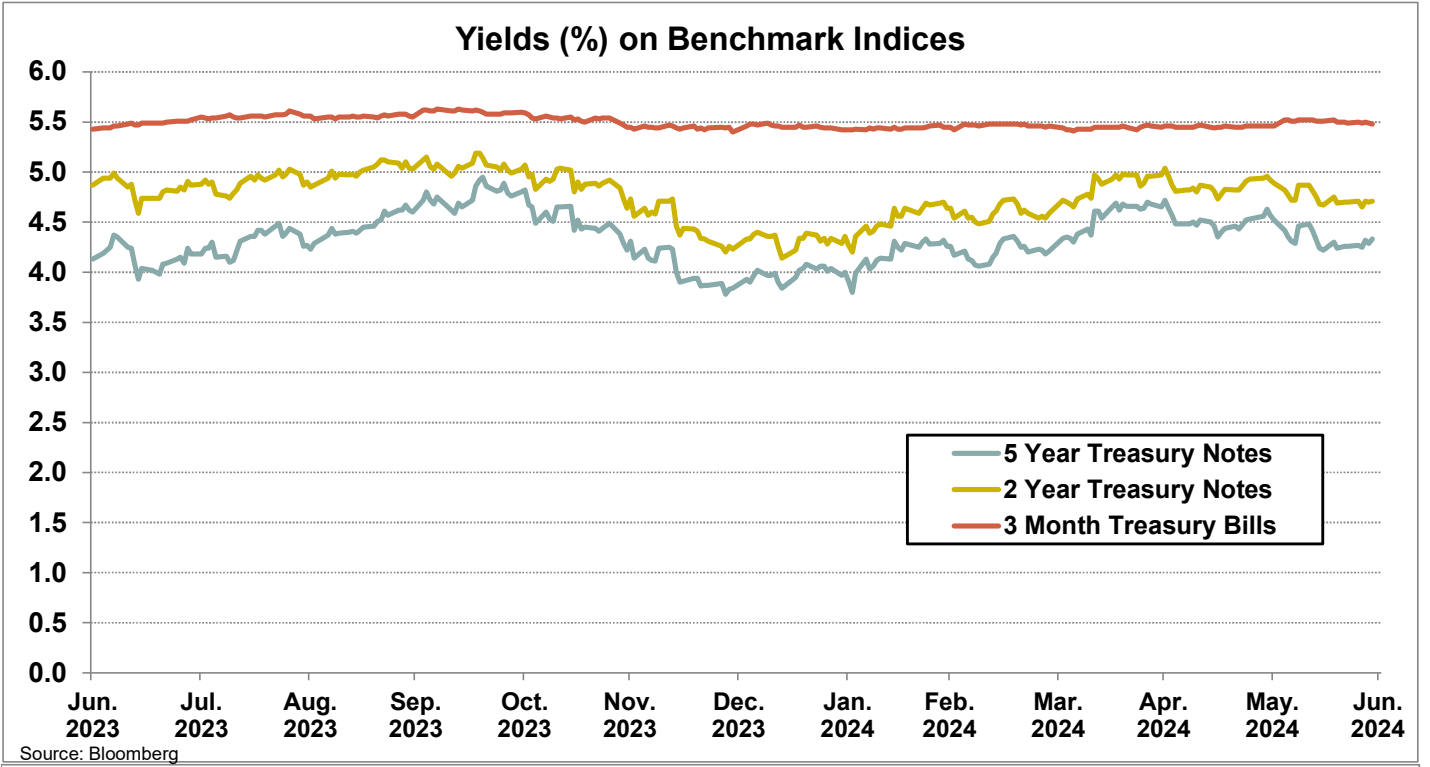
| Investment Type | (\$ million) | Par Value | Book Value | Market Value |
|----------------------|--------------------|--------------------|--------------------|--------------|
| U.S. Treasuries | \$ 3,640.0 | \$ 3,621.9 | \$ 3,483.5 | |
| Federal Agencies | 7,062.4 | 7,056.1 | 6,935.2 | |
| Public Time Deposits | 30.0 | 30.0 | 30.0 | |
| Negotiable CDs | 2,211.0 | 2,211.0 | 2,211.3 | |
| Commercial Paper | 1,026.5 | 1,007.6 | 1,007.0 | |
| Money Market Funds | 2,250.1 | 2,149.9 | 2,149.9 | |
| Supranationals | 532.7 | 532.6 | 523.6 | |
| Secured Bank Deposit | 100.2 | 100.2 | 100.2 | |
| Total | \$ 16,752.7 | \$ 16,609.1 | \$ 16,340.5 | |



Portfolio Analysis
Pooled Fund



Yield Curves



Investment Inventory

Pooled Fund

As of June 30, 2024

| Type of Investment | CUSIP | Issuer Name | Maturity | | Coupon | Par Value | Original Cost | Amortized | |
|--------------------|-----------|--------------------|-------------|------------|--------|---------------|---------------|---------------|---------------|
| | | | Settle Date | Date | | | | Book Value | Market Value |
| U.S. Treasuries | 91282CCL3 | U.S. Treasury Note | 8/6/2021 | 7/15/2024 | 0.38 | \$ 50,000,000 | \$ 49,998,047 | \$ 49,999,975 | \$ 49,906,251 |
| U.S. Treasuries | 91282CCL3 | U.S. Treasury Note | 8/9/2021 | 7/15/2024 | 0.38 | 50,000,000 | 49,960,938 | 49,999,489 | 49,906,251 |
| U.S. Treasuries | 91282CCL3 | U.S. Treasury Note | 4/12/2022 | 7/15/2024 | 0.38 | 50,000,000 | 47,572,266 | 49,958,802 | 49,906,251 |
| U.S. Treasuries | 912828Y87 | U.S. Treasury Note | 3/30/2021 | 7/31/2024 | 1.75 | 50,000,000 | 52,210,938 | 50,054,412 | 49,853,516 |
| U.S. Treasuries | 91282CCT6 | U.S. Treasury Note | 8/25/2021 | 8/15/2024 | 0.38 | 50,000,000 | 49,898,438 | 49,995,792 | 49,693,360 |
| U.S. Treasuries | 912797GL5 | U.S. Treasury Bill | 3/12/2024 | 9/5/2024 | 0.00 | 50,000,000 | 48,745,832 | 49,532,344 | 49,497,850 |
| U.S. Treasuries | 912828YM6 | U.S. Treasury Note | 4/15/2021 | 10/31/2024 | 1.50 | 50,000,000 | 51,746,094 | 50,164,497 | 49,361,329 |
| U.S. Treasuries | 912828G38 | U.S. Treasury Note | 3/9/2021 | 11/15/2024 | 2.25 | 50,000,000 | 53,160,156 | 50,321,412 | 49,423,829 |
| U.S. Treasuries | 912828G38 | U.S. Treasury Note | 3/12/2021 | 11/15/2024 | 2.25 | 50,000,000 | 53,228,516 | 50,329,097 | 49,423,829 |
| U.S. Treasuries | 912828YY0 | U.S. Treasury Note | 3/15/2021 | 12/31/2024 | 1.75 | 50,000,000 | 52,226,563 | 50,293,771 | 49,128,907 |
| U.S. Treasuries | 912828Z52 | U.S. Treasury Note | 3/30/2021 | 1/31/2025 | 1.38 | 50,000,000 | 51,515,625 | 50,231,179 | 48,880,860 |
| U.S. Treasuries | 912828Z52 | U.S. Treasury Note | 4/15/2021 | 1/31/2025 | 1.38 | 50,000,000 | 51,507,813 | 50,232,640 | 48,880,860 |
| U.S. Treasuries | 912828ZC7 | U.S. Treasury Note | 3/15/2021 | 2/28/2025 | 1.13 | 50,000,000 | 51,011,719 | 50,169,319 | 48,669,922 |
| U.S. Treasuries | 912828ZC7 | U.S. Treasury Note | 3/31/2021 | 2/28/2025 | 1.13 | 50,000,000 | 50,998,047 | 50,168,900 | 48,669,922 |
| U.S. Treasuries | 912828ZF0 | U.S. Treasury Note | 4/15/2021 | 3/31/2025 | 0.50 | 50,000,000 | 49,779,297 | 49,958,332 | 48,294,922 |
| U.S. Treasuries | 912828ZF0 | U.S. Treasury Note | 4/19/2021 | 3/31/2025 | 0.50 | 50,000,000 | 49,839,844 | 49,969,679 | 48,294,922 |
| U.S. Treasuries | 912828ZL7 | U.S. Treasury Note | 5/18/2021 | 4/30/2025 | 0.38 | 50,000,000 | 49,615,234 | 49,919,207 | 48,070,313 |
| U.S. Treasuries | 912828XB1 | U.S. Treasury Note | 9/2/2021 | 5/15/2025 | 2.13 | 50,000,000 | 52,849,609 | 50,670,744 | 48,712,891 |
| U.S. Treasuries | 912828ZW3 | U.S. Treasury Note | 3/8/2021 | 6/30/2025 | 0.25 | 50,000,000 | 49,140,625 | 49,801,389 | 47,666,016 |
| U.S. Treasuries | 912828ZW3 | U.S. Treasury Note | 3/9/2021 | 6/30/2025 | 0.25 | 50,000,000 | 49,042,969 | 49,778,679 | 47,666,016 |
| U.S. Treasuries | 912828ZW3 | U.S. Treasury Note | 5/12/2021 | 6/30/2025 | 0.25 | 50,000,000 | 49,281,250 | 49,826,738 | 47,666,016 |
| U.S. Treasuries | 912828ZW3 | U.S. Treasury Note | 5/13/2021 | 6/30/2025 | 0.25 | 50,000,000 | 49,183,594 | 49,803,067 | 47,666,016 |
| U.S. Treasuries | 912828ZW3 | U.S. Treasury Note | 5/18/2021 | 6/30/2025 | 0.25 | 50,000,000 | 49,253,906 | 49,819,429 | 47,666,016 |
| U.S. Treasuries | 912828ZW3 | U.S. Treasury Note | 7/12/2021 | 6/30/2025 | 0.25 | 50,000,000 | 49,310,547 | 49,826,804 | 47,666,016 |
| U.S. Treasuries | 912828ZW3 | U.S. Treasury Note | 8/5/2021 | 6/30/2025 | 0.25 | 50,000,000 | 49,500,000 | 49,872,281 | 47,666,016 |
| U.S. Treasuries | 912828ZW3 | U.S. Treasury Note | 8/6/2021 | 6/30/2025 | 0.25 | 50,000,000 | 49,406,250 | 49,848,227 | 47,666,016 |
| U.S. Treasuries | 912828ZW3 | U.S. Treasury Note | 12/7/2021 | 6/30/2025 | 0.25 | 50,000,000 | 48,628,906 | 49,616,389 | 47,666,016 |
| U.S. Treasuries | 91282CHL8 | U.S. Treasury Note | 2/6/2024 | 6/30/2025 | 4.63 | 50,000,000 | 49,976,563 | 49,983,272 | 49,765,625 |
| U.S. Treasuries | 91282CAB7 | U.S. Treasury Note | 8/5/2021 | 7/31/2025 | 0.25 | 50,000,000 | 49,458,984 | 49,853,227 | 47,494,141 |
| U.S. Treasuries | 91282CAB7 | U.S. Treasury Note | 8/6/2021 | 7/31/2025 | 0.25 | 50,000,000 | 49,363,281 | 49,827,145 | 47,494,141 |
| U.S. Treasuries | 91282CFK2 | U.S. Treasury Note | 10/7/2022 | 9/15/2025 | 3.50 | 50,000,000 | 48,968,750 | 49,576,554 | 49,105,469 |
| U.S. Treasuries | 91282CAM3 | U.S. Treasury Note | 5/12/2021 | 9/30/2025 | 0.25 | 50,000,000 | 49,109,375 | 49,746,489 | 47,154,297 |
| U.S. Treasuries | 91282CAM3 | U.S. Treasury Note | 7/26/2021 | 9/30/2025 | 0.25 | 50,000,000 | 49,281,250 | 49,785,363 | 47,154,297 |
| U.S. Treasuries | 91282CAT8 | U.S. Treasury Note | 2/25/2021 | 10/31/2025 | 0.25 | 50,000,000 | 49,298,828 | 49,800,193 | 46,980,469 |
| U.S. Treasuries | 91282CAT8 | U.S. Treasury Note | 3/2/2021 | 10/31/2025 | 0.25 | 50,000,000 | 49,078,125 | 49,736,530 | 46,980,469 |
| U.S. Treasuries | 91282CAT8 | U.S. Treasury Note | 3/4/2021 | 10/31/2025 | 0.25 | 50,000,000 | 49,048,828 | 49,727,837 | 46,980,469 |
| U.S. Treasuries | 91282CBC4 | U.S. Treasury Note | 2/25/2021 | 12/31/2025 | 0.38 | 50,000,000 | 49,455,078 | 49,831,290 | 46,763,672 |
| U.S. Treasuries | 91282CBC4 | U.S. Treasury Note | 2/26/2021 | 12/31/2025 | 0.38 | 50,000,000 | 49,271,484 | 49,774,321 | 46,763,672 |
| U.S. Treasuries | 91282CBW0 | U.S. Treasury Note | 6/28/2021 | 4/30/2026 | 0.75 | 50,000,000 | 49,662,109 | 49,872,263 | 46,511,719 |
| U.S. Treasuries | 91282CBW0 | U.S. Treasury Note | 7/2/2021 | 4/30/2026 | 0.75 | 50,000,000 | 49,730,469 | 49,897,875 | 46,511,719 |
| U.S. Treasuries | 912828R36 | U.S. Treasury Note | 7/23/2021 | 5/15/2026 | 1.63 | 50,000,000 | 52,203,125 | 50,856,423 | 47,214,844 |
| U.S. Treasuries | 912828R36 | U.S. Treasury Note | 8/27/2021 | 5/15/2026 | 1.63 | 50,000,000 | 51,890,625 | 50,749,882 | 47,214,844 |
| U.S. Treasuries | 91282CCJ8 | U.S. Treasury Note | 7/2/2021 | 6/30/2026 | 0.88 | 50,000,000 | 49,931,641 | 49,972,679 | 46,394,532 |
| U.S. Treasuries | 91282CCJ8 | U.S. Treasury Note | 7/14/2021 | 6/30/2026 | 0.88 | 50,000,000 | 50,070,313 | 50,028,288 | 46,394,532 |
| U.S. Treasuries | 91282CCJ8 | U.S. Treasury Note | 7/22/2021 | 6/30/2026 | 0.88 | 50,000,000 | 50,345,703 | 50,139,699 | 46,394,532 |
| U.S. Treasuries | 91282CCJ8 | U.S. Treasury Note | 7/22/2021 | 6/30/2026 | 0.88 | 50,000,000 | 50,328,125 | 50,132,596 | 46,394,532 |
| U.S. Treasuries | 91282CCJ8 | U.S. Treasury Note | 8/6/2021 | 6/30/2026 | 0.88 | 50,000,000 | 50,406,250 | 50,165,543 | 46,394,532 |
| U.S. Treasuries | 91282CCJ8 | U.S. Treasury Note | 8/10/2021 | 6/30/2026 | 0.88 | 50,000,000 | 50,240,234 | 50,098,113 | 46,394,532 |
| U.S. Treasuries | 91282CCJ8 | U.S. Treasury Note | 9/24/2021 | 6/30/2026 | 0.88 | 50,000,000 | 49,937,500 | 49,973,815 | 46,394,532 |

Investment Inventory Pooled Fund

| Type of Investment | CUSIP | Issuer Name | Maturity | | | Par Value | Original Cost | Amortized | |
|--------------------|-----------|--------------------|-------------|------------|-------------|-------------------------|-------------------------|-------------------------|-------------------------|
| | | | Settle Date | Date | Coupon | | | Book Value | Market Value |
| U.S. Treasuries | 91282CCJ8 | U.S. Treasury Note | 10/14/2021 | 6/30/2026 | 0.88 | 50,000,000 | 49,593,750 | 49,827,816 | 46,394,532 |
| U.S. Treasuries | 91282CCJ8 | U.S. Treasury Note | 1/4/2022 | 6/30/2026 | 0.88 | 50,000,000 | 49,027,344 | 49,567,115 | 46,394,532 |
| U.S. Treasuries | 91282CCW9 | U.S. Treasury Note | 9/28/2021 | 8/31/2026 | 0.75 | 50,000,000 | 49,449,219 | 49,757,693 | 45,980,469 |
| U.S. Treasuries | 91282CCZ2 | U.S. Treasury Note | 10/8/2021 | 9/30/2026 | 0.88 | 50,000,000 | 49,689,453 | 49,859,759 | 46,007,813 |
| U.S. Treasuries | 91282CCZ2 | U.S. Treasury Note | 10/8/2021 | 9/30/2026 | 0.88 | 50,000,000 | 49,671,875 | 49,851,820 | 46,007,813 |
| U.S. Treasuries | 91282CCZ2 | U.S. Treasury Note | 10/19/2021 | 9/30/2026 | 0.88 | 50,000,000 | 49,318,359 | 49,690,301 | 46,007,813 |
| U.S. Treasuries | 91282CDK4 | U.S. Treasury Note | 12/3/2021 | 11/30/2026 | 1.25 | 50,000,000 | 50,072,266 | 50,034,963 | 46,183,594 |
| U.S. Treasuries | 91282CDK4 | U.S. Treasury Note | 12/7/2021 | 11/30/2026 | 1.25 | 50,000,000 | 50,117,188 | 50,056,822 | 46,183,594 |
| U.S. Treasuries | 91282CDK4 | U.S. Treasury Note | 3/29/2022 | 11/30/2026 | 1.25 | 50,000,000 | 47,078,125 | 48,490,279 | 46,183,594 |
| U.S. Treasuries | 91282CDQ1 | U.S. Treasury Note | 3/29/2022 | 12/31/2026 | 1.25 | 50,000,000 | 47,107,422 | 48,480,481 | 46,097,657 |
| U.S. Treasuries | 91282CEF4 | U.S. Treasury Note | 4/6/2022 | 3/31/2027 | 2.50 | 25,000,000 | 24,757,813 | 24,866,531 | 23,707,031 |
| U.S. Treasuries | 91282CKV2 | U.S. Treasury Note | 6/26/2024 | 6/15/2027 | 4.63 | 50,000,000 | 50,199,219 | 50,198,300 | 50,186,550 |
| U.S. Treasuries | 91282CEW7 | U.S. Treasury Note | 3/21/2024 | 6/30/2027 | 3.25 | 50,000,000 | 48,203,125 | 48,356,370 | 48,257,813 |
| U.S. Treasuries | 91282CEW7 | U.S. Treasury Note | 4/3/2024 | 6/30/2027 | 3.25 | 50,000,000 | 48,113,281 | 48,255,224 | 48,257,813 |
| U.S. Treasuries | 9128284N7 | U.S. Treasury Note | 4/9/2024 | 5/15/2028 | 2.88 | 65,000,000 | 61,082,227 | 61,034,444 | 61,450,391 |
| U.S. Treasuries | 91282CHK0 | U.S. Treasury Note | 1/5/2024 | 6/30/2028 | 4.00 | 50,000,000 | 49,974,609 | 49,977,369 | 49,269,532 |
| U.S. Treasuries | 91282CHK0 | U.S. Treasury Note | 1/18/2024 | 6/30/2028 | 4.00 | 50,000,000 | 49,927,734 | 49,935,072 | 49,269,532 |
| U.S. Treasuries | 91282CHK0 | U.S. Treasury Note | 1/18/2024 | 6/30/2028 | 4.00 | 50,000,000 | 49,904,297 | 49,914,014 | 49,269,532 |
| U.S. Treasuries | 91282CHK0 | U.S. Treasury Note | 2/6/2024 | 6/30/2028 | 4.00 | 50,000,000 | 49,677,734 | 49,707,031 | 49,269,532 |
| U.S. Treasuries | 91282CHK0 | U.S. Treasury Note | 2/27/2024 | 6/30/2028 | 4.00 | 50,000,000 | 49,298,828 | 49,354,126 | 49,269,532 |
| U.S. Treasuries | 91282CHK0 | U.S. Treasury Note | 5/13/2024 | 6/30/2028 | 4.00 | 50,000,000 | 48,939,453 | 48,973,891 | 49,269,532 |
| U.S. Treasuries | 91282CHX2 | U.S. Treasury Note | 12/12/2023 | 8/31/2028 | 4.38 | 50,000,000 | 50,115,234 | 50,101,732 | 49,974,610 |
| U.S. Treasuries | 9128286B1 | U.S. Treasury Note | 4/11/2024 | 2/15/2029 | 2.63 | 50,000,000 | 45,710,938 | 45,707,106 | 46,386,719 |
| U.S. Treasuries | 91282CKD2 | U.S. Treasury Note | 4/8/2024 | 2/28/2029 | 4.25 | 50,000,000 | 49,773,438 | 49,784,087 | 49,818,360 |
| Subtotals | | | | | 1.46 | \$ 3,640,000,000 | \$ 3,622,472,590 | \$ 3,621,939,337 | \$ 3,483,519,574 |

| | | | | | | | | | |
|------------------|-----------|---------------------------------|------------|------------|------|---------------|---------------|---------------|---------------|
| Federal Agencies | 313384YV5 | Federal Home Loan Bank Discount | 10/31/2023 | 7/1/2024 | 0.00 | \$ 25,000,000 | \$ 24,111,264 | \$ 25,000,000 | \$ 24,989,050 |
| Federal Agencies | 313384YV5 | Federal Home Loan Bank Discount | 10/31/2023 | 7/1/2024 | 0.00 | 25,000,000 | 24,111,264 | 25,000,000 | 24,989,050 |
| Federal Agencies | 313384YV5 | Federal Home Loan Bank Discount | 10/31/2023 | 7/1/2024 | 0.00 | 25,000,000 | 24,111,264 | 25,000,000 | 24,989,050 |
| Federal Agencies | 313384YZ6 | Federal Home Loan Bank Discount | 2/21/2024 | 7/5/2024 | 0.00 | 25,000,000 | 24,518,125 | 24,985,722 | 24,971,000 |
| Federal Agencies | 3130ASME6 | Federal Home Loan Bank | 7/8/2022 | 7/8/2024 | 3.00 | 10,000,000 | 9,980,600 | 9,999,814 | 9,993,630 |
| Federal Agencies | 3130ASME6 | Federal Home Loan Bank | 7/8/2022 | 7/8/2024 | 3.00 | 15,000,000 | 14,970,900 | 14,999,721 | 14,990,445 |
| Federal Agencies | 3130ASME6 | Federal Home Loan Bank | 7/8/2022 | 7/8/2024 | 3.00 | 17,500,000 | 17,466,050 | 17,499,675 | 17,488,853 |
| Federal Agencies | 313384ZT9 | Federal Home Loan Bank Discount | 2/21/2024 | 7/23/2024 | 0.00 | 15,000,000 | 14,674,238 | 14,953,158 | 14,943,300 |
| Federal Agencies | 3133EMV25 | Federal Farm Credit Bank | 8/6/2021 | 7/23/2024 | 0.45 | 50,000,000 | 50,092,000 | 50,001,871 | 49,826,000 |
| Federal Agencies | 3133EPBF1 | Federal Farm Credit Bank | 2/21/2023 | 8/21/2024 | 4.88 | 10,000,000 | 9,995,700 | 9,999,599 | 9,990,200 |
| Federal Agencies | 3133EPBF1 | Federal Farm Credit Bank | 2/21/2023 | 8/21/2024 | 4.88 | 20,000,000 | 19,992,000 | 19,999,254 | 19,980,400 |
| Federal Agencies | 3133EPBF1 | Federal Farm Credit Bank | 2/21/2023 | 8/21/2024 | 4.88 | 25,000,000 | 24,990,000 | 24,999,068 | 24,975,500 |
| Federal Agencies | 3133ENJ84 | Federal Farm Credit Bank | 8/26/2022 | 8/26/2024 | 3.38 | 50,000,000 | 49,916,500 | 49,993,603 | 49,821,500 |
| Federal Agencies | 3130ATVD6 | Federal Home Loan Bank | 11/10/2022 | 9/13/2024 | 4.88 | 50,000,000 | 50,062,000 | 50,006,817 | 49,932,500 |
| Federal Agencies | 3133EM5X6 | Federal Farm Credit Bank | 9/23/2021 | 9/23/2024 | 0.43 | 25,000,000 | 24,974,750 | 24,998,065 | 24,699,500 |
| Federal Agencies | 3133EM5X6 | Federal Farm Credit Bank | 9/23/2021 | 9/23/2024 | 0.43 | 50,000,000 | 49,949,500 | 49,996,130 | 49,399,000 |
| Federal Agencies | 3133EM5X6 | Federal Farm Credit Bank | 9/23/2021 | 9/23/2024 | 0.43 | 50,000,000 | 49,949,500 | 49,996,130 | 49,399,000 |
| Federal Agencies | 3133ENP79 | Federal Farm Credit Bank | 9/26/2022 | 9/26/2024 | 4.25 | 50,000,000 | 49,996,000 | 49,999,524 | 49,853,500 |
| Federal Agencies | 3130ATT31 | Federal Home Loan Bank | 11/1/2022 | 10/3/2024 | 4.50 | 50,000,000 | 49,860,500 | 49,981,321 | 49,878,350 |
| Federal Agencies | 3135GAFY2 | Fannie Mae | 4/3/2023 | 10/3/2024 | 5.32 | 25,000,000 | 25,000,000 | 25,000,000 | 24,965,750 |
| Federal Agencies | 3135GAFY2 | Fannie Mae | 4/3/2023 | 10/3/2024 | 5.32 | 25,000,000 | 25,000,000 | 25,000,000 | 24,965,750 |
| Federal Agencies | 3135GAFY2 | Fannie Mae | 4/3/2023 | 10/3/2024 | 5.32 | 50,000,000 | 50,000,000 | 50,000,000 | 49,931,500 |
| Federal Agencies | 313384K32 | Federal Home Loan Bank Discount | 3/26/2024 | 10/11/2024 | 0.00 | 25,000,000 | 24,306,264 | 24,644,417 | 24,620,250 |
| Federal Agencies | 3133EPHD0 | Federal Farm Credit Bank | 4/28/2023 | 10/28/2024 | 4.50 | 20,000,000 | 19,968,400 | 19,993,150 | 19,932,000 |

Investment Inventory

Pooled Fund

| Type of Investment | CUSIP | Issuer Name | Maturity | | | Par Value | Original Cost | Amortized | |
|--------------------|-----------|--------------------------|-------------|------------|--------|-------------|---------------|-------------|--------------|
| | | | Settle Date | Date | Coupon | | | Book Value | Market Value |
| Federal Agencies | 3133EPHD0 | Federal Farm Credit Bank | 4/28/2023 | 10/28/2024 | 4.50 | 25,000,000 | 24,959,000 | 24,991,113 | 24,915,000 |
| Federal Agencies | 3133ENEJ5 | Federal Farm Credit Bank | 11/18/2021 | 11/18/2024 | 0.88 | 10,000,000 | 9,988,500 | 9,988,531 | 9,830,190 |
| Federal Agencies | 3133ENEJ5 | Federal Farm Credit Bank | 11/18/2021 | 11/18/2024 | 0.88 | 10,000,000 | 9,988,500 | 9,998,531 | 9,830,190 |
| Federal Agencies | 3133ENEJ5 | Federal Farm Credit Bank | 11/18/2021 | 11/18/2024 | 0.88 | 50,000,000 | 49,942,500 | 49,992,655 | 49,150,950 |
| Federal Agencies | 3133ENZ94 | Federal Farm Credit Bank | 11/18/2022 | 11/18/2024 | 4.50 | 25,000,000 | 24,973,500 | 24,994,925 | 24,897,500 |
| Federal Agencies | 3133ELCP7 | Federal Farm Credit Bank | 12/3/2019 | 12/3/2024 | 1.63 | 25,000,000 | 24,960,000 | 24,996,606 | 24,590,500 |
| Federal Agencies | 3133ENGQ7 | Federal Farm Credit Bank | 12/9/2021 | 12/9/2024 | 0.92 | 50,000,000 | 49,985,000 | 49,997,797 | 48,998,000 |
| Federal Agencies | 3133ENGQ7 | Federal Farm Credit Bank | 12/9/2021 | 12/9/2024 | 0.92 | 50,000,000 | 49,963,000 | 49,994,565 | 48,998,000 |
| Federal Agencies | 3133EN4N7 | Federal Farm Credit Bank | 12/20/2022 | 12/20/2024 | 4.25 | 10,000,000 | 9,982,900 | 9,995,976 | 9,940,200 |
| Federal Agencies | 3133EN4N7 | Federal Farm Credit Bank | 12/20/2022 | 12/20/2024 | 4.25 | 25,000,000 | 24,954,500 | 24,989,294 | 24,850,500 |
| Federal Agencies | 3133EN4N7 | Federal Farm Credit Bank | 12/20/2022 | 12/20/2024 | 4.25 | 25,000,000 | 24,954,500 | 24,989,294 | 24,850,500 |
| Federal Agencies | 3135GAG39 | Fannie Mae | 3/30/2023 | 12/30/2024 | 5.38 | 25,000,000 | 25,000,000 | 25,000,000 | 25,012,250 |
| Federal Agencies | 3135GAG39 | Fannie Mae | 3/30/2023 | 12/30/2024 | 5.38 | 25,000,000 | 25,000,000 | 25,000,000 | 25,012,250 |
| Federal Agencies | 3135GAG39 | Fannie Mae | 3/30/2023 | 12/30/2024 | 5.38 | 25,000,000 | 25,000,000 | 25,000,000 | 25,012,250 |
| Federal Agencies | 3135GAG39 | Fannie Mae | 3/30/2023 | 12/30/2024 | 5.38 | 25,000,000 | 25,000,000 | 25,000,000 | 25,012,250 |
| Federal Agencies | 3133ENKS8 | Federal Farm Credit Bank | 1/11/2022 | 1/6/2025 | 1.13 | 20,000,000 | 19,955,000 | 19,992,204 | 19,571,400 |
| Federal Agencies | 3133ENKS8 | Federal Farm Credit Bank | 1/11/2022 | 1/6/2025 | 1.13 | 25,000,000 | 24,943,750 | 24,990,255 | 24,464,250 |
| Federal Agencies | 3133ENKS8 | Federal Farm Credit Bank | 1/11/2022 | 1/6/2025 | 1.13 | 25,000,000 | 24,943,750 | 24,990,255 | 24,464,250 |
| Federal Agencies | 3135G0X24 | Fannie Mae | 4/21/2021 | 1/7/2025 | 1.63 | 39,060,000 | 40,632,556 | 39,280,181 | 38,332,312 |
| Federal Agencies | 3133ENZ37 | Federal Farm Credit Bank | 11/10/2022 | 1/10/2025 | 4.88 | 10,000,000 | 9,999,400 | 9,999,854 | 9,978,420 |
| Federal Agencies | 3133ENZ37 | Federal Farm Credit Bank | 11/10/2022 | 1/10/2025 | 4.88 | 20,000,000 | 19,998,800 | 19,999,708 | 19,956,840 |
| Federal Agencies | 3133ENZ37 | Federal Farm Credit Bank | 11/10/2022 | 1/10/2025 | 4.88 | 20,000,000 | 19,999,580 | 19,999,898 | 19,956,840 |
| Federal Agencies | 3130B0MZ9 | Federal Home Loan Bank | 3/27/2024 | 1/27/2025 | 5.10 | 115,000,000 | 115,000,000 | 115,000,000 | 114,879,250 |
| Federal Agencies | 3133EPAG0 | Federal Farm Credit Bank | 2/10/2023 | 2/10/2025 | 4.25 | 10,000,000 | 9,947,200 | 9,983,821 | 9,938,900 |
| Federal Agencies | 3133EPAG0 | Federal Farm Credit Bank | 2/10/2023 | 2/10/2025 | 4.25 | 29,875,000 | 29,716,065 | 29,826,298 | 29,692,464 |
| Federal Agencies | 3137EAEP0 | Freddie Mac | 2/14/2020 | 2/12/2025 | 1.50 | 5,000,000 | 4,996,150 | 4,999,523 | 4,884,700 |
| Federal Agencies | 3137EAEP0 | Freddie Mac | 2/14/2020 | 2/12/2025 | 1.50 | 5,000,000 | 4,996,150 | 4,999,523 | 4,884,700 |
| Federal Agencies | 3137EAEP0 | Freddie Mac | 2/14/2020 | 2/12/2025 | 1.50 | 5,000,000 | 4,996,150 | 4,999,523 | 4,884,700 |
| Federal Agencies | 3137EAEP0 | Freddie Mac | 2/14/2020 | 2/12/2025 | 1.50 | 15,000,000 | 14,988,450 | 14,998,570 | 14,654,100 |
| Federal Agencies | 3137EAEP0 | Freddie Mac | 2/14/2020 | 2/12/2025 | 1.50 | 50,000,000 | 49,961,500 | 49,995,232 | 48,847,000 |
| Federal Agencies | 3137EAEP0 | Freddie Mac | 4/21/2021 | 2/12/2025 | 1.50 | 53,532,000 | 55,450,052 | 53,843,184 | 52,297,552 |
| Federal Agencies | 3130AUVZ4 | Federal Home Loan Bank | 2/13/2023 | 2/13/2025 | 4.50 | 50,000,000 | 49,921,500 | 49,975,623 | 49,789,000 |
| Federal Agencies | 3130AV7L0 | Federal Home Loan Bank | 3/3/2023 | 2/28/2025 | 5.00 | 25,000,000 | 24,967,000 | 24,989,030 | 24,953,000 |
| Federal Agencies | 3130AV7L0 | Federal Home Loan Bank | 3/3/2023 | 2/28/2025 | 5.00 | 35,000,000 | 34,953,800 | 34,984,642 | 34,934,200 |
| Federal Agencies | 3133ELQY3 | Federal Farm Credit Bank | 3/23/2020 | 3/3/2025 | 1.21 | 16,000,000 | 15,990,720 | 15,998,741 | 15,578,400 |
| Federal Agencies | 3133ELQY3 | Federal Farm Credit Bank | 3/23/2020 | 3/3/2025 | 1.21 | 24,000,000 | 23,964,240 | 23,995,149 | 23,367,600 |
| Federal Agencies | 3133EMWT5 | Federal Farm Credit Bank | 4/21/2021 | 4/21/2025 | 0.60 | 50,000,000 | 49,973,500 | 49,994,667 | 48,189,500 |
| Federal Agencies | 3135G03U5 | Fannie Mae | 12/8/2021 | 4/22/2025 | 0.63 | 37,938,000 | 37,367,792 | 37,801,354 | 36,576,785 |
| Federal Agencies | 3135G03U5 | Fannie Mae | 7/12/2021 | 4/22/2025 | 0.63 | 50,000,000 | 50,108,000 | 50,023,087 | 48,206,000 |
| Federal Agencies | 3135G03U5 | Fannie Mae | 12/8/2021 | 4/22/2025 | 0.63 | 50,000,000 | 49,243,950 | 49,818,818 | 48,206,000 |
| Federal Agencies | 3133ENXE5 | Federal Farm Credit Bank | 5/23/2022 | 5/23/2025 | 2.85 | 6,000,000 | 5,991,600 | 5,997,501 | 5,878,440 |
| Federal Agencies | 3133ENXE5 | Federal Farm Credit Bank | 5/23/2022 | 5/23/2025 | 2.85 | 20,000,000 | 19,972,000 | 19,991,672 | 19,594,800 |
| Federal Agencies | 3130AWER7 | Federal Home Loan Bank | 6/12/2023 | 6/6/2025 | 4.63 | 10,000,000 | 9,991,700 | 9,996,108 | 9,953,000 |
| Federal Agencies | 3130AWER7 | Federal Home Loan Bank | 6/12/2023 | 6/6/2025 | 4.63 | 15,000,000 | 14,987,550 | 14,994,161 | 14,929,500 |
| Federal Agencies | 3130AWER7 | Federal Home Loan Bank | 6/12/2023 | 6/6/2025 | 4.63 | 25,000,000 | 24,979,250 | 24,990,269 | 24,882,500 |
| Federal Agencies | 3130AWER7 | Federal Home Loan Bank | 6/12/2023 | 6/6/2025 | 4.63 | 52,000,000 | 51,956,840 | 51,979,759 | 51,755,600 |
| Federal Agencies | 3130ASG86 | Federal Home Loan Bank | 8/4/2022 | 6/13/2025 | 3.38 | 11,940,000 | 12,000,178 | 11,960,002 | 11,737,975 |
| Federal Agencies | 3130ASG86 | Federal Home Loan Bank | 8/3/2022 | 6/13/2025 | 3.38 | 12,700,000 | 12,806,045 | 12,735,213 | 12,485,116 |
| Federal Agencies | 3130ATST5 | Federal Home Loan Bank | 5/10/2023 | 6/13/2025 | 4.38 | 3,000,000 | 3,012,270 | 3,005,566 | 2,978,622 |
| Federal Agencies | 3130ATST5 | Federal Home Loan Bank | 5/8/2023 | 6/13/2025 | 4.38 | 9,915,000 | 9,975,878 | 9,942,542 | 9,844,346 |

Investment Inventory

Pooled Fund

| Type of Investment | CUSIP | Issuer Name | Maturity | | | Par Value | Original Cost | Amortized | |
|--------------------|-----------|--------------------------|-------------|------------|--------|------------|---------------|------------|--------------|
| | | | Settle Date | Date | Coupon | | | Book Value | Market Value |
| Federal Agencies | 3130ATST5 | Federal Home Loan Bank | 5/8/2023 | 6/13/2025 | 4.38 | 10,000,000 | 10,065,000 | 10,029,407 | 9,928,740 |
| Federal Agencies | 3130ATST5 | Federal Home Loan Bank | 5/11/2023 | 6/13/2025 | 4.38 | 10,000,000 | 10,036,000 | 10,016,351 | 9,928,740 |
| Federal Agencies | 3130ATST5 | Federal Home Loan Bank | 5/17/2023 | 6/13/2025 | 4.38 | 24,000,000 | 24,079,440 | 24,036,366 | 23,828,976 |
| Federal Agencies | 3130ATST5 | Federal Home Loan Bank | 5/9/2023 | 6/13/2025 | 4.38 | 25,500,000 | 25,624,695 | 25,556,487 | 25,318,287 |
| Federal Agencies | 3130AWLY4 | Federal Home Loan Bank | 7/25/2023 | 6/13/2025 | 5.13 | 10,800,000 | 10,818,036 | 10,809,083 | 10,795,248 |
| Federal Agencies | 3130AWLY4 | Federal Home Loan Bank | 7/25/2023 | 6/13/2025 | 5.13 | 48,150,000 | 48,241,967 | 48,196,317 | 48,128,814 |
| Federal Agencies | 3133EN4B3 | Federal Farm Credit Bank | 12/13/2022 | 6/13/2025 | 4.25 | 15,000,000 | 14,988,383 | 14,995,585 | 14,872,950 |
| Federal Agencies | 3133EN4B3 | Federal Farm Credit Bank | 12/13/2022 | 6/13/2025 | 4.25 | 15,000,000 | 14,989,800 | 14,996,123 | 14,872,950 |
| Federal Agencies | 3133EN4B3 | Federal Farm Credit Bank | 12/13/2022 | 6/13/2025 | 4.25 | 15,000,000 | 14,989,050 | 14,995,838 | 14,872,950 |
| Federal Agencies | 3133ENYQ7 | Federal Farm Credit Bank | 6/13/2022 | 6/13/2025 | 2.95 | 50,000,000 | 49,975,500 | 49,992,243 | 48,973,500 |
| Federal Agencies | 3135G04Z3 | Fannie Mae | 12/8/2021 | 6/17/2025 | 0.50 | 4,655,000 | 4,556,640 | 4,628,175 | 4,453,066 |
| Federal Agencies | 3135G04Z3 | Fannie Mae | 12/8/2021 | 6/17/2025 | 0.50 | 10,000,000 | 9,789,600 | 9,942,618 | 9,566,200 |
| Federal Agencies | 3130AN4A5 | Federal Home Loan Bank | 7/12/2021 | 6/30/2025 | 0.70 | 17,680,000 | 17,734,631 | 17,693,724 | 16,965,905 |
| Federal Agencies | 3133EPKA2 | Federal Farm Credit Bank | 5/18/2023 | 8/18/2025 | 4.00 | 25,000,000 | 24,982,000 | 24,990,967 | 24,713,250 |
| Federal Agencies | 3133EPKA2 | Federal Farm Credit Bank | 5/18/2023 | 8/18/2025 | 4.00 | 26,500,000 | 26,483,835 | 26,491,888 | 26,196,045 |
| Federal Agencies | 3133EPKA2 | Federal Farm Credit Bank | 5/18/2023 | 8/18/2025 | 4.00 | 30,000,000 | 29,981,700 | 29,990,817 | 29,655,900 |
| Federal Agencies | 3135G05X7 | Fannie Mae | 3/4/2021 | 8/25/2025 | 0.38 | 25,000,000 | 24,684,250 | 24,918,890 | 23,698,250 |
| Federal Agencies | 3135G05X7 | Fannie Mae | 2/25/2021 | 8/25/2025 | 0.38 | 72,500,000 | 71,862,000 | 72,336,809 | 68,724,925 |
| Federal Agencies | 3130B0AD1 | Federal Home Loan Bank | 3/4/2024 | 9/4/2025 | 5.50 | 25,000,000 | 25,000,000 | 25,000,000 | 24,978,250 |
| Federal Agencies | 3130B0AD1 | Federal Home Loan Bank | 3/4/2024 | 9/4/2025 | 5.50 | 25,000,000 | 25,000,000 | 25,000,000 | 24,978,250 |
| Federal Agencies | 3130B0AD1 | Federal Home Loan Bank | 3/4/2024 | 9/4/2025 | 5.50 | 25,000,000 | 25,000,000 | 25,000,000 | 24,978,250 |
| Federal Agencies | 3130B0AD1 | Federal Home Loan Bank | 3/4/2024 | 9/4/2025 | 5.50 | 25,000,000 | 25,000,000 | 25,000,000 | 24,978,250 |
| Federal Agencies | 3130A8ZQ9 | Federal Home Loan Bank | 11/2/2021 | 9/12/2025 | 1.75 | 10,295,000 | 10,275,333 | 10,382,082 | 9,927,674 |
| Federal Agencies | 3133EPVY8 | Federal Farm Credit Bank | 9/15/2023 | 9/15/2025 | 5.00 | 8,230,000 | 8,224,074 | 8,226,425 | 8,216,832 |
| Federal Agencies | 3133EPVY8 | Federal Farm Credit Bank | 9/15/2023 | 9/15/2025 | 5.00 | 15,000,000 | 14,981,850 | 14,989,050 | 14,976,000 |
| Federal Agencies | 3133EPVY8 | Federal Farm Credit Bank | 9/15/2023 | 9/15/2025 | 5.00 | 20,000,000 | 19,975,800 | 19,985,401 | 19,968,000 |
| Federal Agencies | 3137EAEX3 | Freddie Mac | 3/4/2021 | 9/23/2025 | 0.38 | 22,600,000 | 22,295,352 | 22,517,796 | 21,357,226 |
| Federal Agencies | 3133EPDL6 | Federal Farm Credit Bank | 3/15/2023 | 10/1/2025 | 4.85 | 50,000,000 | 50,000,000 | 50,000,000 | 49,920,000 |
| Federal Agencies | 3133EPYW9 | Federal Farm Credit Bank | 10/20/2023 | 10/20/2025 | 5.13 | 24,000,000 | 23,923,440 | 23,950,147 | 24,045,120 |
| Federal Agencies | 3133EPYW9 | Federal Farm Credit Bank | 10/20/2023 | 10/20/2025 | 5.13 | 25,000,000 | 24,985,500 | 24,990,558 | 25,047,000 |
| Federal Agencies | 3133EPYW9 | Federal Farm Credit Bank | 10/20/2023 | 10/20/2025 | 5.13 | 35,000,000 | 34,972,350 | 34,981,995 | 35,065,800 |
| Federal Agencies | 3133EPYW9 | Federal Farm Credit Bank | 10/20/2023 | 10/20/2025 | 5.13 | 50,000,000 | 49,972,000 | 49,981,767 | 50,094,000 |
| Federal Agencies | 3133ENEG1 | Federal Farm Credit Bank | 11/17/2021 | 11/17/2025 | 1.05 | 39,675,000 | 39,622,232 | 39,656,797 | 37,636,895 |
| Federal Agencies | 3133ENEG1 | Federal Farm Credit Bank | 11/17/2021 | 11/17/2025 | 1.05 | 55,000,000 | 54,923,000 | 54,973,437 | 52,174,650 |
| Federal Agencies | 3133ENHM5 | Federal Farm Credit Bank | 12/16/2021 | 12/16/2025 | 1.17 | 45,000,000 | 44,954,100 | 44,983,255 | 42,634,800 |
| Federal Agencies | 3133ENHM5 | Federal Farm Credit Bank | 12/16/2021 | 12/16/2025 | 1.17 | 50,000,000 | 49,949,000 | 49,981,394 | 47,372,000 |
| Federal Agencies | 3133EN5E6 | Federal Farm Credit Bank | 12/29/2022 | 12/29/2025 | 4.00 | 15,000,000 | 14,954,700 | 14,977,433 | 14,793,150 |
| Federal Agencies | 3133EN5E6 | Federal Farm Credit Bank | 12/29/2022 | 12/29/2025 | 4.00 | 20,000,000 | 19,939,600 | 19,969,910 | 19,724,200 |
| Federal Agencies | 3133EN5E6 | Federal Farm Credit Bank | 12/29/2022 | 12/29/2025 | 4.00 | 25,000,000 | 24,923,750 | 24,962,014 | 24,655,250 |
| Federal Agencies | 3133EN6A3 | Federal Farm Credit Bank | 1/13/2023 | 1/13/2026 | 4.00 | 20,000,000 | 19,982,400 | 19,990,991 | 19,717,600 |
| Federal Agencies | 3133EN6A3 | Federal Farm Credit Bank | 1/13/2023 | 1/13/2026 | 4.00 | 30,000,000 | 29,977,200 | 29,988,330 | 29,576,400 |
| Federal Agencies | 3130AUTC8 | Federal Home Loan Bank | 2/9/2023 | 2/6/2026 | 4.01 | 21,100,000 | 20,985,427 | 21,038,678 | 20,835,828 |
| Federal Agencies | 3133EPJX4 | Federal Farm Credit Bank | 5/17/2023 | 2/17/2026 | 3.63 | 25,000,000 | 24,928,500 | 24,957,682 | 24,508,750 |
| Federal Agencies | 3133EPJX4 | Federal Farm Credit Bank | 5/17/2023 | 2/17/2026 | 3.63 | 30,000,000 | 29,905,500 | 29,944,070 | 29,410,500 |
| Federal Agencies | 3133EPBJ3 | Federal Farm Credit Bank | 2/23/2023 | 2/23/2026 | 4.38 | 25,000,000 | 24,953,500 | 24,974,459 | 24,798,750 |
| Federal Agencies | 3133EPBJ3 | Federal Farm Credit Bank | 2/23/2023 | 2/23/2026 | 4.38 | 28,000,000 | 27,954,080 | 27,974,778 | 27,774,600 |
| Federal Agencies | 3133EPBJ3 | Federal Farm Credit Bank | 2/23/2023 | 2/23/2026 | 4.38 | 50,000,000 | 49,918,000 | 49,954,960 | 49,597,500 |
| Federal Agencies | 3133ENJ35 | Federal Farm Credit Bank | 8/25/2022 | 2/25/2026 | 3.32 | 35,000,000 | 34,957,650 | 34,980,016 | 34,157,130 |
| Federal Agencies | 3130AXB31 | Federal Home Loan Bank | 11/2/2023 | 3/13/2026 | 4.88 | 10,000,000 | 9,953,900 | 9,966,842 | 10,010,300 |
| Federal Agencies | 3130AXB31 | Federal Home Loan Bank | 11/2/2023 | 3/13/2026 | 4.88 | 10,000,000 | 9,950,700 | 9,964,541 | 10,010,300 |

Investment Inventory

Pooled Fund

| Type of Investment | CUSIP | Issuer Name | Settle Date | Maturity | | Par Value | Original Cost | Amortized | |
|--------------------|-----------|--------------------------|-------------|------------|--------|------------|---------------|------------|--------------|
| | | | | Date | Coupon | | | Book Value | Market Value |
| Federal Agencies | 3130AXB31 | Federal Home Loan Bank | 11/2/2023 | 3/13/2026 | 4.88 | 10,000,000 | 9,950,700 | 9,964,541 | 10,010,300 |
| Federal Agencies | 3130AXB31 | Federal Home Loan Bank | 4/5/2024 | 3/13/2026 | 4.88 | 25,000,000 | 25,053,750 | 25,047,136 | 25,025,750 |
| Federal Agencies | 3130AXB31 | Federal Home Loan Bank | 4/2/2024 | 3/13/2026 | 4.88 | 36,730,000 | 36,803,460 | 36,794,148 | 36,767,832 |
| Federal Agencies | 3133EP5K7 | Federal Farm Credit Bank | 4/2/2024 | 3/13/2026 | 4.50 | 50,000,000 | 49,758,000 | 49,788,676 | 49,724,500 |
| Federal Agencies | 3133EMZ21 | Federal Farm Credit Bank | 8/9/2021 | 4/6/2026 | 0.69 | 15,500,000 | 15,458,150 | 15,484,156 | 14,420,580 |
| Federal Agencies | 3133ENUD0 | Federal Farm Credit Bank | 4/8/2022 | 4/8/2026 | 2.64 | 20,000,000 | 19,961,200 | 19,982,844 | 19,260,200 |
| Federal Agencies | 3133ENUD0 | Federal Farm Credit Bank | 4/8/2022 | 4/8/2026 | 2.64 | 30,000,000 | 29,941,800 | 29,974,266 | 28,890,300 |
| Federal Agencies | 3130AVWS7 | Federal Home Loan Bank | 5/10/2023 | 6/12/2026 | 3.75 | 17,045,000 | 16,991,479 | 17,011,294 | 16,725,406 |
| Federal Agencies | 3130AVWS7 | Federal Home Loan Bank | 5/17/2023 | 6/12/2026 | 3.75 | 20,000,000 | 19,939,200 | 19,961,472 | 19,625,000 |
| Federal Agencies | 3130AWAH3 | Federal Home Loan Bank | 6/1/2023 | 6/12/2026 | 4.00 | 10,000,000 | 9,934,300 | 9,957,802 | 9,858,800 |
| Federal Agencies | 3130AWAH3 | Federal Home Loan Bank | 6/1/2023 | 6/12/2026 | 4.00 | 15,000,000 | 14,899,350 | 14,935,355 | 14,788,200 |
| Federal Agencies | 3130AWLZ1 | Federal Home Loan Bank | 7/10/2023 | 6/12/2026 | 4.75 | 50,000,000 | 49,856,000 | 49,904,135 | 49,923,000 |
| Federal Agencies | 3130B1BT3 | Federal Home Loan Bank | 6/18/2024 | 6/12/2026 | 4.88 | 13,485,000 | 13,505,093 | 13,504,732 | 13,506,306 |
| Federal Agencies | 3133ERHD6 | Federal Farm Credit Bank | 6/18/2024 | 6/12/2026 | 4.88 | 20,000,000 | 20,030,400 | 20,029,854 | 20,036,000 |
| Federal Agencies | 3133ERHD6 | Federal Farm Credit Bank | 6/18/2024 | 6/12/2026 | 4.88 | 32,000,000 | 32,051,200 | 32,051,281 | 32,057,600 |
| Federal Agencies | 3133EPMU6 | Federal Farm Credit Bank | 6/15/2023 | 6/15/2026 | 4.25 | 20,000,000 | 19,969,200 | 19,979,935 | 19,795,000 |
| Federal Agencies | 3133EPMU6 | Federal Farm Credit Bank | 6/15/2023 | 6/15/2026 | 4.25 | 24,700,000 | 24,640,226 | 24,661,060 | 24,446,825 |
| Federal Agencies | 3133EPMU6 | Federal Farm Credit Bank | 6/15/2023 | 6/15/2026 | 4.25 | 30,000,000 | 29,951,400 | 29,968,339 | 29,692,500 |
| Federal Agencies | 3133EPNG6 | Federal Farm Credit Bank | 6/23/2023 | 6/23/2026 | 4.38 | 25,000,000 | 24,986,750 | 24,991,271 | 24,826,000 |
| Federal Agencies | 3133EPNG6 | Federal Farm Credit Bank | 6/23/2023 | 6/23/2026 | 4.38 | 25,000,000 | 24,986,750 | 24,991,271 | 24,826,000 |
| Federal Agencies | 3133EPNG6 | Federal Farm Credit Bank | 6/23/2023 | 6/23/2026 | 4.38 | 50,000,000 | 49,973,500 | 49,982,543 | 49,652,000 |
| Federal Agencies | 3133EPVP7 | Federal Farm Credit Bank | 9/8/2023 | 7/8/2026 | 4.75 | 10,000,000 | 9,991,700 | 9,994,084 | 9,986,900 |
| Federal Agencies | 3133EPVP7 | Federal Farm Credit Bank | 9/8/2023 | 7/8/2026 | 4.75 | 19,000,000 | 18,984,800 | 18,989,166 | 18,975,110 |
| Federal Agencies | 3133EPVP7 | Federal Farm Credit Bank | 9/8/2023 | 7/8/2026 | 4.75 | 21,000,000 | 20,982,780 | 20,987,726 | 20,972,490 |
| Federal Agencies | 3130ANNM8 | Federal Home Loan Bank | 8/19/2021 | 7/13/2026 | 1.05 | 25,000,000 | 25,000,000 | 25,000,000 | 23,164,750 |
| Federal Agencies | 3130ANNM8 | Federal Home Loan Bank | 8/19/2021 | 7/13/2026 | 1.05 | 25,000,000 | 25,000,000 | 25,000,000 | 23,164,750 |
| Federal Agencies | 3130ANNM8 | Federal Home Loan Bank | 8/19/2021 | 7/13/2026 | 1.05 | 25,000,000 | 25,000,000 | 25,000,000 | 23,164,750 |
| Federal Agencies | 3130ANNM8 | Federal Home Loan Bank | 8/19/2021 | 7/13/2026 | 1.05 | 25,000,000 | 25,000,000 | 25,000,000 | 23,164,750 |
| Federal Agencies | 3130ANMP2 | Federal Home Loan Bank | 8/20/2021 | 7/27/2026 | 1.07 | 25,000,000 | 25,000,000 | 25,000,000 | 23,142,000 |
| Federal Agencies | 3130ANMP2 | Federal Home Loan Bank | 8/20/2021 | 7/27/2026 | 1.07 | 25,000,000 | 25,000,000 | 25,000,000 | 23,142,000 |
| Federal Agencies | 3130ANMP2 | Federal Home Loan Bank | 8/20/2021 | 7/27/2026 | 1.07 | 25,000,000 | 25,000,000 | 25,000,000 | 23,142,000 |
| Federal Agencies | 3130ANMP2 | Federal Home Loan Bank | 8/20/2021 | 7/27/2026 | 1.07 | 25,000,000 | 25,000,000 | 25,000,000 | 23,142,000 |
| Federal Agencies | 3133EPZY4 | Federal Farm Credit Bank | 10/30/2023 | 7/30/2026 | 5.00 | 3,000,000 | 2,991,930 | 2,993,899 | 3,012,930 |
| Federal Agencies | 3133EPZY4 | Federal Farm Credit Bank | 10/30/2023 | 7/30/2026 | 5.00 | 9,615,000 | 9,589,136 | 9,595,447 | 9,656,441 |
| Federal Agencies | 3133EPZY4 | Federal Farm Credit Bank | 10/30/2023 | 7/30/2026 | 5.00 | 16,000,000 | 15,956,960 | 15,967,463 | 16,068,960 |
| Federal Agencies | 3133EPZY4 | Federal Farm Credit Bank | 10/30/2023 | 7/30/2026 | 5.00 | 25,000,000 | 24,936,750 | 24,952,185 | 25,107,750 |
| Federal Agencies | 3130ANTG5 | Federal Home Loan Bank | 9/13/2021 | 8/10/2026 | 1.05 | 25,000,000 | 25,000,000 | 25,000,000 | 23,122,250 |
| Federal Agencies | 3130ANTG5 | Federal Home Loan Bank | 9/13/2021 | 8/10/2026 | 1.05 | 25,000,000 | 25,000,000 | 25,000,000 | 23,122,250 |
| Federal Agencies | 3130ANTG5 | Federal Home Loan Bank | 9/13/2021 | 8/10/2026 | 1.05 | 25,000,000 | 25,000,000 | 25,000,000 | 23,122,250 |
| Federal Agencies | 3130ANTG5 | Federal Home Loan Bank | 9/13/2021 | 8/10/2026 | 1.05 | 25,000,000 | 25,000,000 | 25,000,000 | 23,122,250 |
| Federal Agencies | 3133EPSW6 | Federal Farm Credit Bank | 8/14/2023 | 8/14/2026 | 4.50 | 50,000,000 | 49,885,000 | 49,918,786 | 49,758,500 |
| Federal Agencies | 3130AP6T7 | Federal Home Loan Bank | 10/1/2021 | 9/3/2026 | 1.08 | 25,000,000 | 25,000,000 | 25,000,000 | 23,079,250 |
| Federal Agencies | 3130AP6T7 | Federal Home Loan Bank | 10/1/2021 | 9/3/2026 | 1.08 | 25,000,000 | 25,000,000 | 25,000,000 | 23,079,250 |
| Federal Agencies | 3130AP6T7 | Federal Home Loan Bank | 10/1/2021 | 9/3/2026 | 1.08 | 25,000,000 | 25,000,000 | 25,000,000 | 23,079,250 |
| Federal Agencies | 3130AP6T7 | Federal Home Loan Bank | 10/1/2021 | 9/3/2026 | 1.08 | 25,000,000 | 25,000,000 | 25,000,000 | 23,079,250 |
| Federal Agencies | 3133EM4X7 | Federal Farm Credit Bank | 12/12/2023 | 9/10/2026 | 0.80 | 28,975,000 | 26,174,277 | 26,738,330 | 26,631,502 |
| Federal Agencies | 3130AXCP1 | Federal Home Loan Bank | 10/18/2023 | 9/11/2026 | 4.88 | 11,895,000 | 11,821,965 | 11,839,689 | 11,927,117 |
| Federal Agencies | 3130APPR0 | Federal Home Loan Bank | 11/18/2021 | 10/19/2026 | 1.43 | 25,000,000 | 25,000,000 | 25,000,000 | 23,144,250 |
| Federal Agencies | 3130APPR0 | Federal Home Loan Bank | 11/18/2021 | 10/19/2026 | 1.43 | 25,000,000 | 25,000,000 | 25,000,000 | 23,144,250 |
| Federal Agencies | 3130APPR0 | Federal Home Loan Bank | 11/18/2021 | 10/19/2026 | 1.43 | 25,000,000 | 25,000,000 | 25,000,000 | 23,144,250 |

Investment Inventory

Pooled Fund

| Type of Investment | CUSIP | Issuer Name | Maturity | | Coupon | Par Value | Original Cost | Amortized | |
|--------------------|-----------|--------------------------|-------------|------------|--------|------------|---------------|------------|--------------|
| | | | Settle Date | Date | | | | Book Value | Market Value |
| Federal Agencies | 3130APPR0 | Federal Home Loan Bank | 11/18/2021 | 10/19/2026 | 1.43 | 25,000,000 | 25,000,000 | 25,000,000 | 23,144,250 |
| Federal Agencies | 3133EPZA6 | Federal Farm Credit Bank | 10/20/2023 | 10/20/2026 | 4.88 | 14,000,000 | 13,927,940 | 13,927,057 | 14,052,220 |
| Federal Agencies | 3133EPZA6 | Federal Farm Credit Bank | 10/20/2023 | 10/20/2026 | 4.88 | 30,000,000 | 29,834,100 | 29,872,699 | 30,111,900 |
| Federal Agencies | 3134GYRY0 | Freddie Mac | 5/9/2023 | 11/2/2026 | 5.29 | 25,000,000 | 25,000,000 | 25,000,000 | 24,874,500 |
| Federal Agencies | 3134GYRY0 | Freddie Mac | 5/9/2023 | 11/2/2026 | 5.29 | 25,000,000 | 25,000,000 | 25,000,000 | 24,874,500 |
| Federal Agencies | 3134GYRY0 | Freddie Mac | 5/9/2023 | 11/2/2026 | 5.29 | 25,000,000 | 25,000,000 | 25,000,000 | 24,874,500 |
| Federal Agencies | 3134GYRY0 | Freddie Mac | 5/9/2023 | 11/2/2026 | 5.29 | 25,000,000 | 25,000,000 | 25,000,000 | 24,874,500 |
| Federal Agencies | 3130AQ7L1 | Federal Home Loan Bank | 12/16/2021 | 11/16/2026 | 1.61 | 25,000,000 | 25,000,000 | 25,000,000 | 23,180,750 |
| Federal Agencies | 3130AQ7L1 | Federal Home Loan Bank | 12/16/2021 | 11/16/2026 | 1.61 | 25,000,000 | 25,000,000 | 25,000,000 | 23,180,750 |
| Federal Agencies | 3130AQ7L1 | Federal Home Loan Bank | 12/16/2021 | 11/16/2026 | 1.61 | 25,000,000 | 25,000,000 | 25,000,000 | 23,180,750 |
| Federal Agencies | 3130AQ7L1 | Federal Home Loan Bank | 12/16/2021 | 11/16/2026 | 1.61 | 25,000,000 | 25,000,000 | 25,000,000 | 23,180,750 |
| Federal Agencies | 3130AXU63 | Federal Home Loan Bank | 11/17/2023 | 11/17/2026 | 4.63 | 50,000,000 | 49,911,500 | 49,929,830 | 49,954,500 |
| Federal Agencies | 3130AQJ95 | Federal Home Loan Bank | 1/14/2022 | 12/14/2026 | 1.65 | 25,000,000 | 25,000,000 | 25,000,000 | 23,194,750 |
| Federal Agencies | 3130AQJ95 | Federal Home Loan Bank | 1/14/2022 | 12/14/2026 | 1.65 | 25,000,000 | 25,000,000 | 25,000,000 | 23,194,750 |
| Federal Agencies | 3130AQJ95 | Federal Home Loan Bank | 1/14/2022 | 12/14/2026 | 1.65 | 25,000,000 | 25,000,000 | 25,000,000 | 23,194,750 |
| Federal Agencies | 3130AQJ95 | Federal Home Loan Bank | 1/14/2022 | 12/14/2026 | 1.65 | 25,000,000 | 25,000,000 | 25,000,000 | 23,194,750 |
| Federal Agencies | 3130AYPN0 | Federal Home Loan Bank | 1/29/2024 | 1/15/2027 | 4.13 | 12,000,000 | 11,973,000 | 11,976,843 | 11,863,080 |
| Federal Agencies | 3130AYPN0 | Federal Home Loan Bank | 1/29/2024 | 1/15/2027 | 4.13 | 25,000,000 | 24,943,750 | 24,951,756 | 24,714,750 |
| Federal Agencies | 3130AYPN0 | Federal Home Loan Bank | 1/29/2024 | 1/15/2027 | 4.13 | 29,350,000 | 29,283,963 | 29,293,362 | 29,015,117 |
| Federal Agencies | 3130AYPN0 | Federal Home Loan Bank | 1/29/2024 | 1/15/2027 | 4.13 | 50,000,000 | 49,887,500 | 49,903,512 | 49,429,500 |
| Federal Agencies | 3133EPX91 | Federal Farm Credit Bank | 1/25/2024 | 1/25/2027 | 4.13 | 5,000,000 | 4,992,850 | 4,993,881 | 4,946,300 |
| Federal Agencies | 3133EPX91 | Federal Farm Credit Bank | 1/25/2024 | 1/25/2027 | 4.13 | 10,000,000 | 9,986,600 | 9,988,532 | 9,892,600 |
| Federal Agencies | 3133EPX91 | Federal Farm Credit Bank | 1/25/2024 | 1/25/2027 | 4.13 | 25,000,000 | 24,968,500 | 24,973,041 | 24,731,500 |
| Federal Agencies | 3133EPX91 | Federal Farm Credit Bank | 1/25/2024 | 1/25/2027 | 4.13 | 35,000,000 | 34,955,900 | 34,962,257 | 34,624,100 |
| Federal Agencies | 3133EPX91 | Federal Farm Credit Bank | 1/25/2024 | 1/25/2027 | 4.13 | 50,000,000 | 49,933,000 | 49,942,659 | 49,463,000 |
| Federal Agencies | 3130ARB59 | Federal Home Loan Bank | 3/22/2022 | 3/8/2027 | 2.35 | 25,000,000 | 25,000,000 | 25,000,000 | 23,533,250 |
| Federal Agencies | 3130ARB59 | Federal Home Loan Bank | 3/22/2022 | 3/8/2027 | 2.35 | 25,000,000 | 25,000,000 | 25,000,000 | 23,533,250 |
| Federal Agencies | 3130ARB59 | Federal Home Loan Bank | 3/22/2022 | 3/8/2027 | 2.35 | 25,000,000 | 25,000,000 | 25,000,000 | 23,533,250 |
| Federal Agencies | 3130ARB59 | Federal Home Loan Bank | 3/22/2022 | 3/8/2027 | 2.35 | 25,000,000 | 25,000,000 | 25,000,000 | 23,533,250 |
| Federal Agencies | 3133ENRD4 | Federal Farm Credit Bank | 3/16/2022 | 3/10/2027 | 1.68 | 48,573,000 | 47,432,020 | 47,957,372 | 44,983,941 |
| Federal Agencies | 3133EP6K6 | Federal Farm Credit Bank | 4/2/2024 | 3/26/2027 | 4.50 | 50,000,000 | 49,910,000 | 49,917,445 | 49,907,000 |
| Federal Agencies | 3133ENTS9 | Federal Farm Credit Bank | 4/6/2022 | 4/5/2027 | 2.60 | 22,500,000 | 22,392,338 | 22,440,535 | 21,336,075 |
| Federal Agencies | 3133ENTS9 | Federal Farm Credit Bank | 4/6/2022 | 4/5/2027 | 2.60 | 24,500,000 | 24,377,010 | 24,432,069 | 23,232,615 |
| Federal Agencies | 3133ENTS9 | Federal Farm Credit Bank | 4/6/2022 | 4/5/2027 | 2.60 | 25,000,000 | 24,804,000 | 24,891,744 | 23,706,750 |
| Federal Agencies | 3130B0TY5 | Federal Home Loan Bank | 4/11/2024 | 4/9/2027 | 4.75 | 17,000,000 | 16,955,120 | 16,958,446 | 17,099,280 |
| Federal Agencies | 3130B0TY5 | Federal Home Loan Bank | 4/11/2024 | 4/9/2027 | 4.75 | 20,000,000 | 19,947,200 | 19,951,113 | 20,116,800 |
| Federal Agencies | 3130B0TY5 | Federal Home Loan Bank | 4/11/2024 | 4/9/2027 | 4.75 | 40,000,000 | 39,894,400 | 39,902,226 | 40,233,600 |
| Federal Agencies | 3130B0TY5 | Federal Home Loan Bank | 4/11/2024 | 4/9/2027 | 4.75 | 48,000,000 | 47,873,280 | 47,882,671 | 48,280,320 |
| Federal Agencies | 3133ERDS7 | Federal Farm Credit Bank | 5/13/2024 | 5/6/2027 | 4.75 | 12,727,000 | 12,740,236 | 12,739,640 | 12,797,622 |
| Federal Agencies | 3133EN2L3 | Federal Farm Credit Bank | 11/17/2022 | 5/17/2027 | 4.13 | 4,650,000 | 4,646,792 | 4,647,948 | 4,593,549 |
| Federal Agencies | 3133EN2L3 | Federal Farm Credit Bank | 11/17/2022 | 5/17/2027 | 4.13 | 5,000,000 | 4,996,550 | 4,997,794 | 4,939,300 |
| Federal Agencies | 3133EN2L3 | Federal Farm Credit Bank | 11/17/2022 | 5/17/2027 | 4.13 | 21,000,000 | 20,987,001 | 20,991,688 | 20,745,060 |
| Federal Agencies | 3133EN2L3 | Federal Farm Credit Bank | 11/17/2022 | 5/17/2027 | 4.13 | 25,000,000 | 24,982,750 | 24,988,969 | 24,696,500 |
| Federal Agencies | 3133EPP66 | Federal Farm Credit Bank | 12/20/2023 | 5/20/2027 | 4.00 | 31,000,000 | 30,905,760 | 30,920,421 | 30,519,810 |
| Federal Agencies | 3133EPP66 | Federal Farm Credit Bank | 12/20/2023 | 5/20/2027 | 4.00 | 58,850,000 | 58,662,269 | 58,691,475 | 57,938,414 |
| Federal Agencies | 3130ASGU7 | Federal Home Loan Bank | 7/19/2022 | 6/11/2027 | 3.50 | 10,000,000 | 10,141,500 | 10,085,074 | 9,695,100 |
| Federal Agencies | 3130ASGU7 | Federal Home Loan Bank | 7/19/2022 | 6/11/2027 | 3.50 | 12,375,000 | 12,552,829 | 12,481,916 | 11,997,686 |
| Federal Agencies | 3130ASGU7 | Federal Home Loan Bank | 7/20/2022 | 6/11/2027 | 3.50 | 21,725,000 | 22,016,550 | 21,900,387 | 21,062,605 |
| Federal Agencies | 3130AX4E5 | Federal Home Loan Bank | 5/13/2024 | 6/11/2027 | 4.50 | 11,000,000 | 10,937,190 | 10,939,928 | 10,994,192 |
| Federal Agencies | 3133EPMV4 | Federal Farm Credit Bank | 6/15/2023 | 6/15/2027 | 4.13 | 28,940,000 | 28,911,928 | 28,919,268 | 28,588,668 |

Investment Inventory

Pooled Fund

| Type of Investment | CUSIP | Issuer Name | Maturity | | Coupon | Par Value | Original Cost | Amortized | |
|----------------------|-----------|--------------------------|-------------|------------|-------------|-------------------------|-------------------------|-------------------------|-------------------------|
| | | | Settle Date | Date | | | | Book Value | Market Value |
| Federal Agencies | 3133ENZK9 | Federal Farm Credit Bank | 7/7/2022 | 6/28/2027 | 3.24 | 27,865,000 | 28,099,066 | 28,005,671 | 26,842,355 |
| Federal Agencies | 3133ERJZ5 | Federal Farm Credit Bank | 6/28/2024 | 6/28/2027 | 4.50 | 30,000,000 | 29,985,840 | 29,985,879 | 29,980,380 |
| Federal Agencies | 3133EPBM6 | Federal Farm Credit Bank | 2/23/2023 | 8/23/2027 | 4.13 | 10,000,000 | 9,974,000 | 9,981,822 | 9,878,400 |
| Federal Agencies | 3133EPC60 | Federal Farm Credit Bank | 11/15/2023 | 11/15/2027 | 4.63 | 27,950,000 | 27,834,008 | 27,852,188 | 27,975,714 |
| Federal Agencies | 3133EPC60 | Federal Farm Credit Bank | 11/15/2023 | 11/15/2027 | 4.63 | 33,300,000 | 33,161,472 | 33,183,185 | 33,330,636 |
| Federal Agencies | 3134H1NT6 | Freddie Mac | 1/10/2024 | 1/10/2028 | 5.41 | 25,000,000 | 25,000,000 | 25,000,000 | 25,011,500 |
| Federal Agencies | 3134H1NT6 | Freddie Mac | 1/10/2024 | 1/10/2028 | 5.41 | 25,000,000 | 25,000,000 | 25,000,000 | 25,011,500 |
| Federal Agencies | 3134H1NT6 | Freddie Mac | 1/10/2024 | 1/10/2028 | 5.41 | 65,000,000 | 65,000,000 | 65,000,000 | 65,029,900 |
| Federal Agencies | 3135GANG2 | Fannie Mae | 2/14/2024 | 2/18/2028 | 5.13 | 25,000,000 | 25,000,000 | 25,000,000 | 24,809,000 |
| Federal Agencies | 3135GANG2 | Fannie Mae | 2/14/2024 | 2/18/2028 | 5.13 | 25,000,000 | 25,000,000 | 25,000,000 | 24,809,000 |
| Federal Agencies | 3135GANG2 | Fannie Mae | 2/14/2024 | 2/18/2028 | 5.13 | 50,000,000 | 50,000,000 | 50,000,000 | 49,618,000 |
| Federal Agencies | 3133EP5S0 | Federal Farm Credit Bank | 4/9/2024 | 3/20/2028 | 4.25 | 4,971,000 | 4,916,667 | 4,919,796 | 4,938,291 |
| Federal Agencies | 3133ERGL9 | Federal Farm Credit Bank | 6/26/2024 | 6/7/2028 | 4.50 | 14,934,000 | 14,962,076 | 14,961,979 | 14,991,108 |
| Federal Agencies | 3133ERGL9 | Federal Farm Credit Bank | 6/7/2024 | 6/7/2028 | 4.50 | 15,000,000 | 14,994,600 | 14,994,689 | 15,057,360 |
| Federal Agencies | 3133ERGL9 | Federal Farm Credit Bank | 6/26/2024 | 6/7/2028 | 4.50 | 20,000,000 | 20,037,600 | 20,037,470 | 20,076,480 |
| Federal Agencies | 3133EPSK2 | Federal Farm Credit Bank | 8/7/2023 | 8/7/2028 | 4.25 | 19,500,000 | 19,412,250 | 19,428,052 | 19,351,800 |
| Federal Agencies | 3133EPUN3 | Federal Farm Credit Bank | 8/28/2023 | 8/28/2028 | 4.50 | 10,000,000 | 9,979,100 | 9,982,623 | 10,017,100 |
| Federal Agencies | 3133EPUN3 | Federal Farm Credit Bank | 8/28/2023 | 8/28/2028 | 4.50 | 15,000,000 | 14,962,800 | 14,969,071 | 15,025,650 |
| Federal Agencies | 3133EPUN3 | Federal Farm Credit Bank | 8/28/2023 | 8/28/2028 | 4.50 | 25,000,000 | 24,943,500 | 24,953,025 | 25,042,750 |
| Federal Agencies | 3133EPUN3 | Federal Farm Credit Bank | 8/28/2023 | 8/28/2028 | 4.50 | 33,000,000 | 32,904,960 | 32,920,982 | 33,056,430 |
| Federal Agencies | 3133ERHN4 | Federal Farm Credit Bank | 6/20/2024 | 10/20/2028 | 4.25 | 5,000,000 | 4,972,100 | 4,972,294 | 4,970,350 |
| Federal Agencies | 3133ERHN4 | Federal Farm Credit Bank | 6/20/2024 | 10/20/2028 | 4.25 | 38,000,000 | 37,785,300 | 37,786,792 | 37,774,660 |
| Federal Agencies | 3133EPC45 | Federal Farm Credit Bank | 11/13/2023 | 11/13/2028 | 4.63 | 12,000,000 | 11,984,040 | 11,984,058 | 12,095,280 |
| Federal Agencies | 3133EPC45 | Federal Farm Credit Bank | 11/13/2023 | 11/13/2028 | 4.63 | 20,000,000 | 19,971,600 | 19,975,191 | 20,158,800 |
| Federal Agencies | 3133EPC45 | Federal Farm Credit Bank | 11/13/2023 | 11/13/2028 | 4.63 | 55,000,000 | 54,922,285 | 54,932,111 | 55,436,700 |
| Federal Agencies | 3130AVBD3 | Federal Home Loan Bank | 4/9/2024 | 3/9/2029 | 4.50 | 25,000,000 | 25,018,750 | 25,017,883 | 25,146,000 |
| Federal Agencies | 3134H1YE7 | Freddie Mac | 3/28/2024 | 3/14/2029 | 5.91 | 20,000,000 | 20,000,000 | 20,000,000 | 19,946,400 |
| Federal Agencies | 3134H1YE7 | Freddie Mac | 3/28/2024 | 3/14/2029 | 5.91 | 20,000,000 | 20,000,000 | 20,000,000 | 19,946,400 |
| Federal Agencies | 3134H1YE7 | Freddie Mac | 3/28/2024 | 3/14/2029 | 5.91 | 20,000,000 | 20,000,000 | 20,000,000 | 19,946,400 |
| Federal Agencies | 3134H1YE7 | Freddie Mac | 3/28/2024 | 3/14/2029 | 5.91 | 55,000,000 | 55,000,000 | 55,000,000 | 54,852,600 |
| Federal Agencies | 3133EP5U5 | Federal Farm Credit Bank | 4/8/2024 | 3/20/2029 | 4.13 | 51,660,000 | 51,008,309 | 51,038,604 | 51,151,666 |
| Federal Agencies | 3134H1G64 | Freddie Mac | 4/16/2024 | 4/16/2029 | 6.03 | 25,000,000 | 25,000,000 | 25,000,000 | 24,999,000 |
| Federal Agencies | 3134H1G64 | Freddie Mac | 4/16/2024 | 4/16/2029 | 6.03 | 25,000,000 | 25,000,000 | 25,000,000 | 24,999,000 |
| Federal Agencies | 3134H1G64 | Freddie Mac | 4/16/2024 | 4/16/2029 | 6.03 | 65,000,000 | 65,000,000 | 65,000,000 | 64,997,400 |
| Federal Agencies | 3133ERDH1 | Federal Farm Credit Bank | 5/8/2024 | 4/30/2029 | 4.75 | 27,892,000 | 28,191,755 | 28,182,852 | 28,346,640 |
| Federal Agencies | 3133ERDH1 | Federal Farm Credit Bank | 5/8/2024 | 4/30/2029 | 4.75 | 30,000,000 | 30,317,400 | 30,307,972 | 30,489,000 |
| Federal Agencies | 3133ERDH1 | Federal Farm Credit Bank | 5/8/2024 | 4/30/2029 | 4.75 | 63,085,000 | 63,763,795 | 63,743,632 | 64,113,286 |
| Federal Agencies | 3133ERGS4 | Federal Farm Credit Bank | 6/26/2024 | 6/11/2029 | 4.25 | 10,000,000 | 9,967,600 | 9,967,689 | 9,954,540 |
| Federal Agencies | 3133ERGS4 | Federal Farm Credit Bank | 6/26/2024 | 6/11/2029 | 4.25 | 10,000,000 | 9,967,600 | 9,967,689 | 9,954,540 |
| Federal Agencies | 3133ERGS4 | Federal Farm Credit Bank | 6/26/2024 | 6/11/2029 | 4.25 | 10,000,000 | 9,967,600 | 9,967,689 | 9,954,540 |
| Federal Agencies | 3133ERGS4 | Federal Farm Credit Bank | 6/26/2024 | 6/11/2029 | 4.25 | 20,000,000 | 19,935,200 | 19,935,379 | 19,909,080 |
| Federal Agencies | 3133ERGS4 | Federal Farm Credit Bank | 6/26/2024 | 6/11/2029 | 4.25 | 29,000,000 | 28,923,730 | 28,923,941 | 28,868,166 |
| Subtotals | | | | | 3.48 | \$ 7,062,437,000 | \$ 7,050,323,078 | \$ 7,056,098,408 | \$ 6,935,193,672 |
| Public Time Deposits | PPG5M8MH8 | Bank of San Francisco | 1/8/2024 | 7/8/2024 | 5.30 | \$ 10,000,000 | \$ 10,000,000 | \$ 10,000,000 | \$ 10,000,000 |
| Public Time Deposits | PPGG8E735 | Bridge Bank NA | 1/16/2024 | 7/15/2024 | 5.26 | 10,000,000 | 10,000,000 | 10,000,000 | 10,000,000 |
| Public Time Deposits | PPGHASP70 | Bridge Bank NA | 6/17/2024 | 12/16/2024 | 5.36 | 10,000,000 | 10,000,000 | 10,000,000 | 10,000,000 |
| Subtotals | | | | | 5.31 | \$ 30,000,000 | \$ 30,000,000 | \$ 30,000,000 | \$ 30,000,000 |
| Negotiable CDs | 06367DAX3 | Bank of Montreal/CHI | 7/5/2023 | 7/1/2024 | 6.00 | \$ 100,000,000 | \$ 100,000,000 | \$ 100,000,000 | \$ 100,004,000 |

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 | 06367DBR5 | Bank of Montreal/CHI | 7/24/2023 | 7/1/2024 | | 5.93 | 50,000,000 | 50,000,000 | 50,000,000 | 50,002,000 |
| Negotiable CDs | 06367DFX8 | Bank of Montreal/CHI | 12/8/2023 | 7/1/2024 | | 5.56 | 50,000,000 | 50,000,000 | 50,000,000 | 50,000,500 |
| Negotiable CDs | 13606KZR0 | Canadian Imperial Bank/NY | 8/7/2023 | 7/1/2024 | | 5.89 | 50,000,000 | 50,000,000 | 50,000,000 | 50,001,500 |
| Negotiable CDs | 89115BNV8 | Toronto Dominion Bank/NY | 12/8/2023 | 7/1/2024 | | 5.56 | 50,000,000 | 50,000,000 | 50,000,000 | 50,000,500 |
| Negotiable CDs | 89115BRG7 | Toronto Dominion Bank/NY | 7/6/2023 | 7/1/2024 | | 6.05 | 50,000,000 | 50,000,000 | 50,000,000 | 50,002,500 |
| Negotiable CDs | 89115BS84 | Toronto Dominion Bank/NY | 7/17/2023 | 7/1/2024 | | 5.91 | 50,000,000 | 50,000,000 | 50,000,000 | 50,001,500 |
| Negotiable CDs | 89115BSQ4 | Toronto Dominion Bank/NY | 7/24/2023 | 7/1/2024 | | 5.93 | 50,000,000 | 50,000,000 | 50,000,000 | 50,001,500 |
| Negotiable CDs | 89115BV80 | Toronto Dominion Bank/NY | 8/2/2023 | 7/3/2024 | | 5.90 | 50,000,000 | 50,000,000 | 50,000,000 | 50,002,500 |
| Negotiable CDs | 89115DC20 | Toronto Dominion Bank/NY | 3/5/2024 | 7/15/2024 | | 5.38 | 70,000,000 | 70,000,000 | 70,000,000 | 69,998,600 |
| Negotiable CDs | 06367DBW4 | Bank of Montreal/CHI | 8/1/2023 | 7/29/2024 | | 5.97 | 50,000,000 | 50,000,000 | 50,000,000 | 50,013,000 |
| Negotiable CDs | 13606KZN9 | Canadian Imperial Bank/NY | 8/2/2023 | 7/29/2024 | | 5.92 | 60,000,000 | 60,000,000 | 60,000,000 | 60,015,000 |
| Negotiable CDs | 06367DDS1 | Bank of Montreal/CHI | 10/10/2023 | 8/9/2024 | | 5.88 | 50,000,000 | 50,000,000 | 50,000,000 | 50,016,500 |
| Negotiable CDs | 13606KD78 | Canadian Imperial Bank/NY | 9/20/2023 | 8/12/2024 | | 5.92 | 50,000,000 | 50,000,000 | 50,000,000 | 50,020,000 |
| Negotiable CDs | 78015J7F8 | Royal Bank of Canada/NY | 9/20/2023 | 8/12/2024 | | 5.93 | 60,000,000 | 60,000,000 | 60,000,000 | 60,024,600 |
| Negotiable CDs | 06367DCF0 | Bank of Montreal/CHI | 8/28/2023 | 8/14/2024 | | 6.01 | 50,000,000 | 50,000,000 | 50,000,000 | 50,024,500 |
| Negotiable CDs | 78015JE37 | Royal Bank of Canada/NY | 10/31/2023 | 8/15/2024 | | 5.86 | 50,000,000 | 50,000,000 | 50,000,000 | 50,019,000 |
| Negotiable CDs | 13606KF92 | Canadian Imperial Bank/NY | 10/10/2023 | 8/16/2024 | | 5.88 | 50,000,000 | 50,000,000 | 50,000,000 | 50,020,000 |
| Negotiable CDs | 78015JE78 | Royal Bank of Canada/NY | 10/31/2023 | 8/26/2024 | | 5.86 | 50,000,000 | 50,000,000 | 50,000,000 | 50,020,500 |
| Negotiable CDs | 13606KC38 | Canadian Imperial Bank/NY | 9/11/2023 | 9/9/2024 | | 5.94 | 50,000,000 | 50,000,000 | 50,000,000 | 50,028,000 |
| Negotiable CDs | 78015J5K9 | Royal Bank of Canada/NY | 9/12/2023 | 9/9/2024 | | 5.90 | 60,000,000 | 60,000,000 | 60,000,000 | 60,028,800 |
| Negotiable CDs | 89115DC61 | Toronto Dominion Bank/NY | 3/6/2024 | 9/10/2024 | | 5.37 | 50,000,000 | 50,000,000 | 50,000,000 | 49,981,500 |
| Negotiable CDs | 13606KW51 | Canadian Imperial Bank/NY | 3/6/2024 | 9/11/2024 | | 5.37 | 50,000,000 | 50,000,000 | 50,000,000 | 49,986,000 |
| Negotiable CDs | 06367DD44 | Bank of Montreal/CHI | 9/22/2023 | 9/23/2024 | | 5.97 | 50,000,000 | 50,000,000 | 50,000,000 | 50,038,000 |
| Negotiable CDs | 78015JAK3 | Royal Bank of Canada/NY | 9/22/2023 | 9/23/2024 | | 5.96 | 60,000,000 | 60,000,000 | 60,000,000 | 60,042,000 |
| Negotiable CDs | 89115DCA2 | Toronto Dominion Bank/NY | 3/6/2024 | 9/25/2024 | | 5.36 | 50,000,000 | 50,000,000 | 50,000,000 | 49,977,500 |
| Negotiable CDs | 06367DE43 | Bank of Montreal/CHI | 11/2/2023 | 10/21/2024 | | 5.86 | 60,000,000 | 60,000,000 | 60,000,000 | 60,043,800 |
| Negotiable CDs | 89115BH52 | Toronto Dominion Bank/NY | 10/26/2023 | 10/21/2024 | | 5.93 | 50,000,000 | 50,000,000 | 50,000,000 | 50,042,500 |
| Negotiable CDs | 06367DFA8 | Bank of Montreal/CHI | 12/1/2023 | 10/24/2024 | | 5.58 | 50,000,000 | 50,000,000 | 50,000,000 | 49,997,500 |
| Negotiable CDs | 13606KZ41 | Canadian Imperial Bank/NY | 4/3/2024 | 10/24/2024 | | 5.43 | 50,000,000 | 50,000,000 | 50,000,000 | 49,982,500 |
| Negotiable CDs | 78015JJ73 | Royal Bank of Canada/NY | 12/13/2023 | 10/24/2024 | | 5.48 | 50,000,000 | 50,000,000 | 50,000,000 | 49,983,500 |
| Negotiable CDs | 89115BP95 | Toronto Dominion Bank/NY | 12/11/2023 | 10/24/2024 | | 5.58 | 50,000,000 | 50,000,000 | 50,000,000 | 49,995,500 |
| Negotiable CDs | 89115DJS6 | Toronto Dominion Bank/NY | 4/3/2024 | 10/24/2024 | | 5.43 | 50,000,000 | 50,000,000 | 50,000,000 | 49,987,000 |
| Negotiable CDs | 06367DEK7 | Bank of Montreal/CHI | 11/8/2023 | 11/6/2024 | | 5.80 | 50,000,000 | 50,000,000 | 50,000,000 | 50,031,500 |
| Negotiable CDs | 06367DJB2 | Bank of Montreal/CHI | 4/12/2024 | 11/8/2024 | | 5.44 | 51,000,000 | 51,000,000 | 51,000,000 | 50,991,840 |
| Negotiable CDs | 89115BT59 | Toronto Dominion Bank/NY | 4/15/2024 | 12/2/2024 | | 5.51 | 50,000,000 | 50,000,000 | 50,000,000 | 50,002,000 |
| Negotiable CDs | 13606KZ66 | Canadian Imperial Bank/NY | 4/4/2024 | 1/2/2025 | | 5.40 | 50,000,000 | 50,000,000 | 50,000,000 | 49,982,500 |
| Negotiable CDs | 89115DK21 | Toronto Dominion Bank/NY | 4/4/2024 | 1/2/2025 | | 5.40 | 50,000,000 | 50,000,000 | 50,000,000 | 49,973,000 |
| Negotiable CDs | 78015JQ34 | Royal Bank of Canada/NY | 5/8/2024 | 1/28/2025 | | 5.45 | 25,000,000 | 25,000,000 | 25,000,000 | 24,999,792 |
| Negotiable CDs | 89115BSZ4 | Toronto Dominion Bank/NY | 4/15/2024 | 4/9/2025 | | 5.55 | 50,000,000 | 50,000,000 | 50,000,000 | 50,029,500 |
| Negotiable CDs | 06367DJY2 | Bank of Montreal/CHI | 5/14/2024 | 5/5/2025 | | 5.47 | 50,000,000 | 50,000,000 | 50,000,000 | 50,005,799 |
| Negotiable CDs | 89115DR65 | Toronto Dominion Bank/NY | 5/14/2024 | 5/5/2025 | | 5.47 | 65,000,000 | 65,000,000 | 65,000,000 | 65,024,385 |
| Subtotals | | | | | | 5.72 | \$ 2,211,000,000 | \$ 2,211,000,000 | \$ 2,211,000,000 | \$ 2,211,342,616 |
| Commercial Paper | 62479LG17 | MUFG Bank Ltd/NY | 10/26/2023 | 7/1/2024 | | 0.00 | \$ 50,000,000 | \$ 48,046,042 | \$ 50,000,000 | \$ 49,970,500 |
| Commercial Paper | 89233GG18 | Toyota Motor Credit | 10/23/2023 | 7/1/2024 | | 0.00 | 50,000,000 | 48,036,500 | 50,000,000 | 49,970,650 |
| Commercial Paper | 89233GG18 | Toyota Motor Credit | 11/7/2023 | 7/1/2024 | | 0.00 | 50,000,000 | 48,169,833 | 50,000,000 | 49,970,650 |
| Commercial Paper | 59515MGF6 | Microsoft | 3/5/2024 | 7/15/2024 | | 0.00 | 10,000,000 | 9,808,600 | 9,979,700 | 9,973,550 |
| Commercial Paper | 59157TGQ0 | MetLife Short term | 3/5/2024 | 7/24/2024 | | 0.00 | 48,500,000 | 47,508,418 | 48,338,253 | 48,305,709 |
| Commercial Paper | 59157TK44 | MetLife Short term | 3/28/2024 | 10/4/2024 | | 0.00 | 15,000,000 | 14,588,333 | 14,794,167 | 14,783,325 |
| Commercial Paper | 89233GKP0 | Toyota Motor Credit | 3/26/2024 | 10/23/2024 | | 0.00 | 75,000,000 | 72,714,167 | 73,765,000 | 73,697,400 |

Investment Inventory Pooled Fund

| Type of Investment | CUSIP | Issuer Name | Maturity | | Coupon | Par Value | Original Cost | Amortized | |
|----------------------|-----------|--|-------------|------------|-------------|--------------------------|--------------------------|--------------------------|--------------------------|
| | | | Settle Date | Date | | | | Book Value | Market Value |
| Commercial Paper | 59157TKQ5 | MetLife Short term | 4/3/2024 | 10/24/2024 | 0.00 | 10,000,000 | 9,705,900 | 9,834,208 | 9,827,540 |
| Commercial Paper | 62479LKQ7 | MUFG Bank Ltd/NY | 3/25/2024 | 10/24/2024 | 0.00 | 50,000,000 | 48,455,750 | 49,166,250 | 49,115,350 |
| Commercial Paper | 62479LKQ7 | MUFG Bank Ltd/NY | 4/3/2024 | 10/24/2024 | 0.00 | 50,000,000 | 48,501,167 | 49,155,069 | 49,115,350 |
| Commercial Paper | 89233GKQ8 | Toyota Motor Credit | 4/2/2024 | 10/24/2024 | 0.00 | 50,000,000 | 48,508,056 | 49,163,056 | 49,124,550 |
| Commercial Paper | 62479LL45 | MUFG Bank Ltd/NY | 4/12/2024 | 11/4/2024 | 0.00 | 23,000,000 | 22,303,777 | 22,574,155 | 22,556,422 |
| Commercial Paper | 62479LLJ2 | MUFG Bank Ltd/NY | 4/12/2024 | 11/18/2024 | 0.00 | 52,000,000 | 50,318,956 | 50,930,244 | 50,892,452 |
| Commercial Paper | 89233GM29 | Toyota Motor Credit | 4/15/2024 | 12/2/2024 | 0.00 | 65,000,000 | 62,789,458 | 63,526,306 | 63,506,690 |
| Commercial Paper | 62479LM44 | MUFG Bank Ltd/NY | 4/30/2024 | 12/4/2024 | 0.00 | 36,000,000 | 34,835,880 | 35,166,960 | 35,151,192 |
| Commercial Paper | 62479LMD4 | MUFG Bank Ltd/NY | 6/24/2024 | 12/13/2024 | 0.00 | 15,000,000 | 14,619,450 | 14,634,938 | 14,626,590 |
| Commercial Paper | 62479LMG7 | MUFG Bank Ltd/NY | 4/30/2024 | 12/16/2024 | 0.00 | 50,000,000 | 48,297,361 | 48,756,333 | 48,735,000 |
| Commercial Paper | 89233GMG8 | Toyota Motor Credit | 5/20/2024 | 12/16/2024 | 0.00 | 65,000,000 | 62,994,208 | 63,395,367 | 63,377,275 |
| Commercial Paper | 62479LMJ1 | MUFG Bank Ltd/NY | 6/24/2024 | 12/18/2024 | 0.00 | 50,000,000 | 48,694,625 | 48,746,250 | 48,719,450 |
| Commercial Paper | 62479LMP7 | MUFG Bank Ltd/NY | 6/24/2024 | 12/23/2024 | 0.00 | 22,000,000 | 21,410,522 | 21,433,194 | 21,420,806 |
| Commercial Paper | 62479LMW2 | MUFG Bank Ltd/NY | 6/24/2024 | 12/30/2024 | 0.00 | 15,000,000 | 14,582,625 | 14,598,083 | 14,590,215 |
| Commercial Paper | 62479LNP6 | MUFG Bank Ltd/NY | 6/24/2024 | 1/23/2025 | 0.00 | 15,000,000 | 14,532,288 | 14,542,658 | 14,540,010 |
| Commercial Paper | 89233GNQ5 | Toyota Motor Credit | 5/10/2024 | 1/24/2025 | 0.00 | 60,000,000 | 57,729,433 | 58,185,300 | 58,178,040 |
| Commercial Paper | 89233GNU6 | Toyota Motor Credit | 6/25/2024 | 1/28/2025 | 0.00 | 50,000,000 | 48,420,722 | 48,464,389 | 48,454,300 |
| Commercial Paper | 62479LNV3 | MUFG Bank Ltd/NY | 5/7/2024 | 1/29/2025 | 0.00 | 50,000,000 | 48,045,708 | 48,448,278 | 48,424,800 |
| Subtotals | | | | | 0.00 | \$ 1,026,500,000 | \$ 993,617,779 | \$ 1,007,603,158 | \$ 1,007,027,816 |
| Money Market Funds | 09248U718 | BlackRock Liquidity Funds T-Fund | 6/30/2024 | 7/1/2024 | 5.18 | \$ 13,385,494 | \$ 13,385,494 | \$ 13,385,494 | \$ 13,385,494 |
| Money Market Funds | 31607A703 | Fidelity Govt Portfolio | 6/30/2024 | 7/1/2024 | 5.25 | 771,885,165 | 771,885,165 | 771,885,165 | 771,885,165 |
| Money Market Funds | 608919718 | Federated Hermes Govt Obligations Fi | 6/30/2024 | 7/1/2024 | 5.23 | 755,882,532 | 755,882,532 | 755,882,532 | 755,882,532 |
| Money Market Funds | 262006208 | Dreyfus Government Cash Manageme | 6/30/2024 | 7/1/2024 | 5.20 | 12,719,571 | 12,719,571 | 12,719,571 | 12,719,571 |
| Money Market Funds | 85749T517 | State Street Institutional U.S. Govt MV | 6/30/2024 | 7/1/2024 | 5.22 | 535,189,083 | 535,189,083 | 535,189,083 | 535,189,083 |
| Money Market Funds | 61747C319 | Morgan Stanley Institutional Liquidity F | 6/30/2024 | 7/1/2024 | 5.21 | 60,835,338 | 60,835,338 | 60,835,338 | 60,835,338 |
| Subtotals | | | | | 5.09 | \$ 2,149,897,181 | \$ 2,149,897,181 | \$ 2,149,897,181 | \$ 2,149,897,181 |
| Supranational | 4581X0EE4 | Inter-American Development Bank | 7/1/2022 | 7/1/2024 | 3.25 | \$ 80,000,000 | \$ 79,992,000 | \$ 80,000,000 | \$ 79,989,520 |
| Supranational | 459056HV2 | Int'l Bank for Recon and Dev | 11/2/2021 | 8/28/2024 | 1.50 | 50,000,000 | 50,984,250 | 50,055,424 | 49,671,500 |
| Supranational | 4581X0DZ8 | Inter-American Development Bank | 11/4/2021 | 9/23/2024 | 0.50 | 50,000,000 | 49,595,500 | 49,967,763 | 49,429,500 |
| Supranational | 45950VQG4 | International Finance Corp | 10/22/2021 | 9/23/2024 | 0.44 | 10,000,000 | 9,918,700 | 9,993,600 | 9,882,100 |
| Supranational | 4581X0CM8 | Inter-American Development Bank | 4/26/2021 | 1/15/2025 | 2.13 | 100,000,000 | 105,676,000 | 100,826,359 | 98,279,000 |
| Supranational | 459058HT3 | Int'l Bank for Recon and Dev | 3/22/2024 | 1/15/2025 | 1.63 | 29,314,000 | 28,488,811 | 28,767,554 | 28,742,377 |
| Supranational | 459058JB0 | Int'l Bank for Recon and Dev | 7/23/2021 | 4/22/2025 | 0.63 | 40,000,000 | 40,086,000 | 40,018,532 | 38,572,040 |
| Supranational | 4581X0DN5 | Inter-American Development Bank | 11/1/2021 | 7/15/2025 | 0.63 | 28,900,000 | 28,519,098 | 28,793,223 | 27,596,466 |
| Supranational | 45950VRU2 | International Finance Corp | 1/26/2023 | 1/26/2026 | 4.02 | 100,000,000 | 100,000,000 | 100,000,000 | 98,435,000 |
| Supranational | 45818WDG8 | Inter-American Development Bank | 8/25/2021 | 2/27/2026 | 0.82 | 19,500,000 | 19,556,907 | 19,520,939 | 18,258,630 |
| Supranational | 4581X0EN4 | Inter-American Development Bank | 4/9/2024 | 2/15/2029 | 4.13 | 25,000,000 | 24,630,000 | 24,647,321 | 24,702,250 |
| Subtotals | | | | | 2.24 | \$ 532,714,000 | \$ 537,447,266 | \$ 532,590,713 | \$ 523,558,383 |
| Secured Bank Deposit | 0660P0999 | Bank of America TTX INV Deposit Acc | 6/30/2024 | 7/1/2024 | 5.35 | 100,190,027 | 100,190,027 | 100,190,027 | 100,190,027 |
| Subtotals | | | | | 5.35 | \$ 100,190,027 | \$ 100,190,027 | \$ 100,190,027 | \$ 100,190,027 |
| Grand Totals | | | | | 3.29 | \$ 16,752,738,209 | \$ 16,694,947,921 | \$ 16,709,318,824 | \$ 16,440,729,269 |

Monthly Investment Earnings Pooled Fund

For month ended June 30, 2024

| Type of Investment | CUSIP | Issuer Name | Par Value | Accrued Interest Earned | (Amortization) / Accretion | Realized Gain/(Loss) | Total Earnings |
|--------------------|-----------|--------------------|---------------|----------------------------|-------------------------------|-------------------------|----------------|
| U.S. Treasuries | 912797GL5 | B 0.000 09/05/2024 | \$ 50,000,000 | | 212,571 | | \$ 212,571 |
| 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 | 108,173 | 72,655 | | 180,828 |
| U.S. Treasuries | 912828G38 | T 2.250 11/15/2024 | 50,000,000 | 91,712 | (70,382) | | 21,330 |
| U.S. Treasuries | 912828G38 | T 2.250 11/15/2024 | 50,000,000 | 91,712 | (72,065) | | 19,647 |
| U.S. Treasuries | 912828R36 | T 1.625 05/15/2026 | 50,000,000 | 66,236 | (37,617) | | 28,619 |
| U.S. Treasuries | 912828R36 | T 1.625 05/15/2026 | 50,000,000 | 66,236 | (32,938) | | 33,299 |
| U.S. Treasuries | 912828XB1 | T 2.125 05/15/2025 | 50,000,000 | 86,617 | (63,278) | | 23,339 |
| U.S. Treasuries | 912828Y87 | T 1.750 07/31/2024 | 50,000,000 | 72,115 | (54,412) | | 17,704 |
| U.S. Treasuries | 912828YM6 | T 1.500 10/31/2024 | 50,000,000 | 61,141 | (40,450) | | 20,691 |
| U.S. Treasuries | 912828YY0 | T 1.750 12/31/2024 | 50,000,000 | 72,089 | (48,159) | | 23,930 |
| U.S. Treasuries | 912828Z52 | T 1.375 01/31/2025 | 50,000,000 | 56,662 | (32,408) | | 24,254 |
| U.S. Treasuries | 912828Z52 | T 1.375 01/31/2025 | 50,000,000 | 56,662 | (32,613) | | 24,049 |
| U.S. Treasuries | 912828ZC7 | T 1.125 02/28/2025 | 50,000,000 | 45,856 | (20,990) | | 24,866 |
| U.S. Treasuries | 912828ZC7 | T 1.125 02/28/2025 | 50,000,000 | 45,856 | (20,938) | | 24,918 |
| U.S. Treasuries | 912828ZF0 | T 0.500 03/31/2025 | 50,000,000 | 20,492 | 4,579 | | 25,071 |
| U.S. Treasuries | 912828ZF0 | T 0.500 03/31/2025 | 50,000,000 | 20,492 | 3,332 | | 23,824 |
| U.S. Treasuries | 912828ZL7 | T 0.375 04/30/2025 | 50,000,000 | 15,285 | 7,999 | | 23,285 |
| U.S. Treasuries | 912828ZW3 | T 0.250 06/30/2025 | 50,000,000 | 10,298 | 16,369 | | 26,668 |
| U.S. Treasuries | 912828ZW3 | T 0.250 06/30/2025 | 50,000,000 | 10,298 | 18,241 | | 28,539 |
| U.S. Treasuries | 912828ZW3 | T 0.250 06/30/2025 | 50,000,000 | 10,298 | 14,280 | | 24,578 |
| U.S. Treasuries | 912828ZW3 | T 0.250 06/30/2025 | 50,000,000 | 10,298 | 16,231 | | 26,529 |
| U.S. Treasuries | 912828ZW3 | T 0.250 06/30/2025 | 50,000,000 | 10,298 | 14,882 | | 25,181 |
| U.S. Treasuries | 912828ZW3 | T 0.250 06/30/2025 | 50,000,000 | 10,298 | 14,274 | | 24,573 |
| U.S. Treasuries | 912828ZW3 | T 0.250 06/30/2025 | 50,000,000 | 10,298 | 10,526 | | 20,825 |
| U.S. Treasuries | 912828ZW3 | T 0.250 06/30/2025 | 50,000,000 | 10,298 | 12,509 | | 22,807 |
| U.S. Treasuries | 912828ZW3 | T 0.250 06/30/2025 | 50,000,000 | 10,298 | 31,616 | | 41,915 |
| U.S. Treasuries | 91282CAB7 | T 0.250 07/31/2025 | 50,000,000 | 10,302 | 11,147 | | 21,449 |
| U.S. Treasuries | 91282CAB7 | T 0.250 07/31/2025 | 50,000,000 | 10,302 | 13,128 | | 23,430 |
| U.S. Treasuries | 91282CAM3 | T 0.250 09/30/2025 | 50,000,000 | 10,246 | 16,678 | | 26,924 |
| U.S. Treasuries | 91282CAM3 | T 0.250 09/30/2025 | 50,000,000 | 10,246 | 14,121 | | 24,367 |
| 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 | 15,448 | 9,236 | | 24,684 |
| U.S. Treasuries | 91282CBC4 | T 0.375 12/31/2025 | 50,000,000 | 15,448 | 12,355 | | 27,802 |
| 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 | 36,045 | 1,124 | | 37,169 |
| U.S. Treasuries | 91282CCJ8 | T 0.875 06/30/2026 | 50,000,000 | 36,045 | (1,164) | | 34,881 |
| U.S. Treasuries | 91282CCJ8 | T 0.875 06/30/2026 | 50,000,000 | 36,045 | (5,749) | | 30,296 |
| U.S. Treasuries | 91282CCJ8 | T 0.875 06/30/2026 | 50,000,000 | 36,045 | (5,457) | | 30,588 |
| U.S. Treasuries | 91282CCJ8 | T 0.875 06/30/2026 | 50,000,000 | 36,045 | (6,812) | | 29,232 |
| U.S. Treasuries | 91282CCJ8 | T 0.875 06/30/2026 | 50,000,000 | 36,045 | (4,038) | | 32,007 |
| U.S. Treasuries | 91282CCJ8 | T 0.875 06/30/2026 | 50,000,000 | 36,045 | 1,078 | | 37,122 |
| U.S. Treasuries | 91282CCJ8 | T 0.875 06/30/2026 | 50,000,000 | 36,045 | 7,086 | | 43,130 |
| U.S. Treasuries | 91282CCJ8 | T 0.875 06/30/2026 | 50,000,000 | 36,045 | 17,814 | | 53,859 |
| U.S. Treasuries | 91282CCL3 | T 0.375 07/15/2024 | 50,000,000 | 15,453 | 55 | | 15,508 |

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 | 91282CCL3 | T 0.375 07/15/2024 | 50,000,000 | 15,453 | 1,094 | | 16,547 |
| U.S. Treasuries | 91282CCL3 | T 0.375 07/15/2024 | 50,000,000 | 15,453 | 88,281 | | 103,735 |
| U.S. Treasuries | 91282CCT6 | T 0.375 08/15/2024 | 50,000,000 | 15,453 | 2,806 | | 18,259 |
| U.S. Treasuries | 91282CCW9 | T 0.750 08/31/2026 | 50,000,000 | 30,571 | 9,190 | | 39,761 |
| U.S. Treasuries | 91282CCZ2 | T 0.875 09/30/2026 | 50,000,000 | 35,861 | 5,125 | | 40,985 |
| U.S. Treasuries | 91282CCZ2 | T 0.875 09/30/2026 | 50,000,000 | 35,861 | 5,415 | | 41,275 |
| U.S. Treasuries | 91282CCZ2 | T 0.875 09/30/2026 | 50,000,000 | 35,861 | 11,317 | | 47,177 |
| U.S. Treasuries | 91282CDK4 | T 1.250 11/30/2026 | 50,000,000 | 51,229 | (1,189) | | 50,040 |
| U.S. Treasuries | 91282CDK4 | T 1.250 11/30/2026 | 50,000,000 | 51,229 | (1,933) | | 49,297 |
| U.S. Treasuries | 91282CDK4 | T 1.250 11/30/2026 | 50,000,000 | 51,229 | 51,351 | | 102,581 |
| U.S. Treasuries | 91282CDQ1 | T 1.250 12/31/2026 | 50,000,000 | 51,492 | 49,929 | | 101,422 |
| U.S. Treasuries | 91282CEF4 | T 2.500 03/31/2027 | 25,000,000 | 51,229 | 3,992 | | 55,222 |
| U.S. Treasuries | 91282CEW7 | T 3.250 06/30/2027 | 50,000,000 | 133,880 | 45,072 | | 178,952 |
| U.S. Treasuries | 91282CEW7 | T 3.250 06/30/2027 | 50,000,000 | 133,880 | 47,846 | | 181,726 |
| U.S. Treasuries | 91282CFK2 | T 3.500 09/15/2025 | 50,000,000 | 142,663 | 28,806 | | 171,469 |
| U.S. Treasuries | 91282CHK0 | T 4.000 06/30/2028 | 50,000,000 | 164,775 | 465 | | 165,240 |
| U.S. Treasuries | 91282CHK0 | T 4.000 06/30/2028 | 50,000,000 | 164,775 | 1,334 | | 166,110 |
| U.S. Treasuries | 91282CHK0 | T 4.000 06/30/2028 | 50,000,000 | 164,775 | 1,767 | | 166,542 |
| U.S. Treasuries | 91282CHK0 | T 4.000 06/30/2028 | 50,000,000 | 164,775 | 6,020 | | 170,795 |
| U.S. Treasuries | 91282CHK0 | T 4.000 06/30/2028 | 50,000,000 | 164,775 | 13,271 | | 178,047 |
| U.S. Treasuries | 91282CHK0 | T 4.000 06/30/2028 | 50,000,000 | 164,775 | 21,084 | | 185,860 |
| U.S. Treasuries | 91282CHL8 | T 4.625 06/30/2025 | 50,000,000 | 190,522 | 1,379 | | 191,900 |
| U.S. Treasuries | 91282CHX2 | T 4.375 08/31/2028 | 50,000,000 | 178,329 | (2,005) | | 176,324 |
| U.S. Treasuries | 91282CKD2 | T 4.250 02/28/2029 | 50,000,000 | 173,234 | 3,804 | | 177,037 |
| U.S. Treasuries | 91282CKV2 | T 4.625 06/15/2027 | 50,000,000 | 31,592 | (919) | | 30,673 |
| Subtotals | | | \$ 3,640,000,000 | \$ 4,139,600 | \$ 531,856 | \$ - | \$ 4,671,457 |
| Federal Agencies | 3130A1XJ2 | FHLB 2.875 06/14/2024 | | \$ 26,474 | \$ (894) | \$ | 25,580 |
| Federal Agencies | 3130A1XJ2 | FHLB 2.875 06/14/2024 | | 51,910 | (3,490) | | 48,420 |
| Federal Agencies | 3130A1XJ2 | FHLB 2.875 06/14/2024 | | 18,667 | (1,095) | | 17,572 |
| Federal Agencies | 3130A1XJ2 | FHLB 2.875 06/14/2024 | | 16,564 | (917) | | 15,648 |
| Federal Agencies | 3130A8ZQ9 | FHLB 1.750 09/12/2025 | 10,295,000 | 15,014 | (5,965) | | 9,049 |
| Federal Agencies | 3130AN4A5 | FHLB 0.700 06/30/2025 | 17,680,000 | 10,313 | (1,131) | | 9,182 |
| Federal Agencies | 3130ANMP2 | FHLB 1.070 07/27/2026 | 25,000,000 | 22,292 | | | 22,292 |
| Federal Agencies | 3130ANMP2 | FHLB 1.070 07/27/2026 | 25,000,000 | 22,292 | | | 22,292 |
| Federal Agencies | 3130ANMP2 | FHLB 1.070 07/27/2026 | 25,000,000 | 22,292 | | | 22,292 |
| Federal Agencies | 3130ANMP2 | FHLB 1.070 07/27/2026 | 25,000,000 | 22,292 | | | 22,292 |
| Federal Agencies | 3130ANNM8 | FHLB 1.050 07/13/2026 | 25,000,000 | 21,875 | | | 21,875 |
| Federal Agencies | 3130ANNM8 | FHLB 1.050 07/13/2026 | 25,000,000 | 21,875 | | | 21,875 |
| Federal Agencies | 3130ANNM8 | FHLB 1.050 07/13/2026 | 25,000,000 | 21,875 | | | 21,875 |
| Federal Agencies | 3130ANNM8 | FHLB 1.050 07/13/2026 | 25,000,000 | 21,875 | | | 21,875 |
| Federal Agencies | 3130ANTG5 | FHLB 1.050 08/10/2026 | 25,000,000 | 21,875 | | | 21,875 |
| Federal Agencies | 3130ANTG5 | FHLB 1.050 08/10/2026 | 25,000,000 | 21,875 | | | 21,875 |
| Federal Agencies | 3130ANTG5 | FHLB 1.050 08/10/2026 | 25,000,000 | 21,875 | | | 21,875 |
| Federal Agencies | 3130ANTG5 | FHLB 1.050 08/10/2026 | 25,000,000 | 21,875 | | | 21,875 |
| Federal Agencies | 3130AP6T7 | FHLB 1.075 09/03/2026 | 25,000,000 | 22,396 | | | 22,396 |
| Federal Agencies | 3130AP6T7 | FHLB 1.075 09/03/2026 | 25,000,000 | 22,396 | | | 22,396 |
| Federal Agencies | 3130AP6T7 | FHLB 1.075 09/03/2026 | 25,000,000 | 22,396 | | | 22,396 |
| Federal Agencies | 3130AP6T7 | FHLB 1.075 09/03/2026 | 25,000,000 | 22,396 | | | 22,396 |

Monthly Investment Earnings

Pooled Fund

| <u>Type of Investment</u> | <u>CUSIP</u> | <u>Issuer Name</u> | <u>Par Value</u> | <u>Accrued Interest Earned</u> | <u>(Amortization) / Accretion</u> | <u>Realized Gain/(Loss)</u> | <u>Total Earnings</u> |
|---------------------------|--------------|-----------------------|------------------|------------------------------------|---------------------------------------|---------------------------------|-----------------------|
| Federal Agencies | 3130APPR0 | FHLB 1.430 10/19/2026 | 25,000,000 | 29,792 | | | 29,792 |
| Federal Agencies | 3130APPR0 | FHLB 1.430 10/19/2026 | 25,000,000 | 29,792 | | | 29,792 |
| Federal Agencies | 3130APPR0 | FHLB 1.430 10/19/2026 | 25,000,000 | 29,792 | | | 29,792 |
| Federal Agencies | 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 | 3130ASG86 | FHLB 3.375 06/13/2025 | 12,700,000 | 35,719 | (3,044) | | 32,674 |
| Federal Agencies | 3130ASG86 | FHLB 3.375 06/13/2025 | 11,940,000 | 33,581 | (1,729) | | 31,852 |
| Federal Agencies | 3130ASGU7 | FHLB 3.500 06/11/2027 | 12,375,000 | 36,094 | (2,984) | | 33,110 |
| Federal Agencies | 3130ASGU7 | FHLB 3.500 06/11/2027 | 10,000,000 | 29,167 | (2,374) | | 26,792 |
| Federal Agencies | 3130ASGU7 | FHLB 3.500 06/11/2027 | 21,725,000 | 63,365 | (4,894) | | 58,470 |
| Federal Agencies | 3130ASHK8 | FHLB 3.125 06/14/2024 | | 31,597 | 1,791 | | 33,388 |
| Federal Agencies | 3130ASHK8 | FHLB 3.125 06/14/2024 | | 31,834 | 1,783 | | 33,618 |
| Federal Agencies | 3130ASME6 | FHLB 3.000 07/08/2024 | 15,000,000 | 37,500 | 1,194 | | 38,694 |
| Federal Agencies | 3130ASME6 | FHLB 3.000 07/08/2024 | 17,500,000 | 43,750 | 1,393 | | 45,143 |
| Federal Agencies | 3130ASME6 | FHLB 3.000 07/08/2024 | 10,000,000 | 25,000 | 796 | | 25,796 |
| Federal Agencies | 3130ATST5 | FHLB 4.375 06/13/2025 | 10,000,000 | 36,458 | (2,542) | | 33,916 |
| Federal Agencies | 3130ATST5 | FHLB 4.375 06/13/2025 | 9,915,000 | 36,148 | (2,381) | | 33,767 |
| Federal Agencies | 3130ATST5 | FHLB 4.375 06/13/2025 | 25,500,000 | 92,969 | (4,884) | | 88,085 |
| Federal Agencies | 3130ATST5 | FHLB 4.375 06/13/2025 | 3,000,000 | 10,938 | (481) | | 10,456 |
| Federal Agencies | 3130ATST5 | FHLB 4.375 06/13/2025 | 10,000,000 | 36,458 | (1,414) | | 35,045 |
| Federal Agencies | 3130ATST5 | FHLB 4.375 06/13/2025 | 24,000,000 | 87,500 | (3,144) | | 84,356 |
| Federal Agencies | 3130ATT31 | FHLB 4.500 10/03/2024 | 50,000,000 | 187,500 | 5,962 | | 193,462 |
| Federal Agencies | 3130ATVD6 | FHLB 4.875 09/13/2024 | 50,000,000 | 203,125 | (2,764) | | 200,361 |
| Federal Agencies | 3130AUTC8 | FHLB 4.010 02/06/2026 | 21,100,000 | 70,509 | 3,145 | | 73,654 |
| Federal Agencies | 3130AUJZ4 | FHLB 4.500 02/13/2025 | 50,000,000 | 187,500 | 3,222 | | 190,722 |
| Federal Agencies | 3130AV7L0 | FHLB 5.000 02/28/2025 | 25,000,000 | 104,167 | 1,360 | | 105,527 |
| Federal Agencies | 3130AV7L0 | FHLB 5.000 02/28/2025 | 35,000,000 | 145,833 | 1,904 | | 147,737 |
| Federal Agencies | 3130AVBD3 | FHLB 4.500 03/09/2029 | 25,000,000 | 93,750 | (313) | | 93,437 |
| Federal Agencies | 3130AVWS7 | FHLB 3.750 06/12/2026 | 17,045,000 | 53,266 | 1,422 | | 54,688 |
| Federal Agencies | 3130AVWS7 | FHLB 3.750 06/12/2026 | 20,000,000 | 62,500 | 1,626 | | 64,126 |
| Federal Agencies | 3130AWAH3 | FHLB 4.000 06/12/2026 | 15,000,000 | 50,000 | 2,728 | | 52,728 |
| Federal Agencies | 3130AWAH3 | FHLB 4.000 06/12/2026 | 10,000,000 | 33,333 | 1,780 | | 35,114 |
| Federal Agencies | 3130AWER7 | FHLB 4.625 06/06/2025 | 25,000,000 | 96,354 | 859 | | 97,213 |
| Federal Agencies | 3130AWER7 | FHLB 4.625 06/06/2025 | 15,000,000 | 57,813 | 515 | | 58,328 |
| Federal Agencies | 3130AWER7 | FHLB 4.625 06/06/2025 | 52,000,000 | 200,417 | 1,786 | | 202,203 |
| Federal Agencies | 3130AWER7 | FHLB 4.625 06/06/2025 | 10,000,000 | 38,542 | 343 | | 38,885 |
| Federal Agencies | 3130AWLY4 | FHLB 5.125 06/13/2025 | 48,150,000 | 205,641 | (4,004) | | 201,636 |
| Federal Agencies | 3130AWLY4 | FHLB 5.125 06/13/2025 | 10,800,000 | 46,125 | (785) | | 45,340 |

Monthly Investment Earnings

Pooled Fund

| <u>Type of Investment</u> | <u>CUSIP</u> | <u>Issuer Name</u> | <u>Par Value</u> | <u>Accrued Interest Earned</u> | <u>(Amortization) / Accretion</u> | <u>Realized Gain/(Loss)</u> | <u>Total Earnings</u> |
|---------------------------|--------------|-----------------------|------------------|------------------------------------|---------------------------------------|---------------------------------|-----------------------|
| 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 | 36,730,000 | 149,216 | (3,104) | | 146,112 |
| Federal Agencies | 3130AXB31 | FHLB 4.875 03/13/2026 | 25,000,000 | 101,563 | (2,281) | | 99,282 |
| Federal Agencies | 3130AXCP1 | FHLB 4.875 09/11/2026 | 11,895,000 | 48,323 | 2,069 | | 50,392 |
| Federal Agencies | 3130AXU63 | FHLB 4.625 11/17/2026 | 50,000,000 | 192,708 | 2,422 | | 195,131 |
| Federal Agencies | 3130AYPN0 | FHLB 4.125 01/15/2027 | 12,000,000 | 41,250 | 749 | | 41,999 |
| Federal Agencies | 3130AYPN0 | FHLB 4.125 01/15/2027 | 25,000,000 | 85,938 | 1,560 | | 87,497 |
| Federal Agencies | 3130AYPN0 | FHLB 4.125 01/15/2027 | 29,350,000 | 100,891 | 1,831 | | 102,722 |
| Federal Agencies | 3130AYPN0 | FHLB 4.125 01/15/2027 | 50,000,000 | 171,875 | 3,119 | | 174,994 |
| Federal Agencies | 3130B0AD1 | FHLB 5.500 09/04/2025 | 25,000,000 | 114,583 | | | 114,583 |
| Federal Agencies | 3130B0AD1 | FHLB 5.500 09/04/2025 | 25,000,000 | 114,583 | | | 114,583 |
| Federal Agencies | 3130B0AD1 | FHLB 5.500 09/04/2025 | 25,000,000 | 114,583 | | | 114,583 |
| Federal Agencies | 3130B0AD1 | FHLB 5.500 09/04/2025 | 25,000,000 | 114,583 | | | 114,583 |
| Federal Agencies | 3130B0MZ9 | FHLB 5.100 01/27/2025 | 115,000,000 | 488,750 | | | 488,750 |
| Federal Agencies | 3130B0TY5 | FHLB 4.750 04/09/2027 | 20,000,000 | 79,167 | 1,449 | | 80,616 |
| Federal Agencies | 3130B0TY5 | FHLB 4.750 04/09/2027 | 17,000,000 | 67,292 | 1,232 | | 68,524 |
| Federal Agencies | 3130B0TY5 | FHLB 4.750 04/09/2027 | 48,000,000 | 190,000 | 3,478 | | 193,478 |
| Federal Agencies | 3130B0TY5 | FHLB 4.750 04/09/2027 | 40,000,000 | 158,333 | 2,898 | | 161,232 |
| Federal Agencies | 3130B1BT3 | FHLB 4.875 06/12/2026 | 13,485,000 | 23,739 | (361) | | 23,378 |
| Federal Agencies | 313384K32 | FHDN 0.000 10/11/2024 | 25,000,000 | | 104,583 | | 104,583 |
| Federal Agencies | 313384XS3 | FHDN 0.000 06/04/2024 | | | 7,306 | | 7,306 |
| Federal Agencies | 313384XS3 | FHDN 0.000 06/04/2024 | | | 7,306 | | 7,306 |
| Federal Agencies | 313384XS3 | FHDN 0.000 06/04/2024 | | | 7,306 | | 7,306 |
| Federal Agencies | 313384XS3 | FHDN 0.000 06/04/2024 | | | 7,306 | | 7,306 |
| Federal Agencies | 313384XT1 | FHDN 0.000 06/05/2024 | | | 7,306 | | 7,306 |
| Federal Agencies | 313384XT1 | FHDN 0.000 06/05/2024 | | | 7,306 | | 7,306 |
| Federal Agencies | 313384XT1 | FHDN 0.000 06/05/2024 | | | 7,306 | | 7,306 |
| Federal Agencies | 313384XT1 | FHDN 0.000 06/05/2024 | | | 7,306 | | 7,306 |
| Federal Agencies | 313384XU8 | FHDN 0.000 06/06/2024 | | | 7,292 | | 7,292 |
| Federal Agencies | 313384XU8 | FHDN 0.000 06/06/2024 | | | 7,292 | | 7,292 |
| Federal Agencies | 313384XU8 | FHDN 0.000 06/06/2024 | | | 7,292 | | 7,292 |
| Federal Agencies | 313384XU8 | FHDN 0.000 06/06/2024 | | | 7,292 | | 7,292 |
| Federal Agencies | 313384XV6 | FHDN 0.000 06/07/2024 | | | 7,292 | | 7,292 |
| Federal Agencies | 313384XV6 | FHDN 0.000 06/07/2024 | | | 7,292 | | 7,292 |
| Federal Agencies | 313384XV6 | FHDN 0.000 06/07/2024 | | | 7,292 | | 7,292 |
| Federal Agencies | 313384XV6 | FHDN 0.000 06/07/2024 | | | 7,292 | | 7,292 |
| Federal Agencies | 313384XY0 | FHDN 0.000 06/10/2024 | | | 21,917 | | 21,917 |
| Federal Agencies | 313384XY0 | FHDN 0.000 06/10/2024 | | | 21,917 | | 21,917 |
| Federal Agencies | 313384XY0 | FHDN 0.000 06/10/2024 | | | 21,917 | | 21,917 |
| Federal Agencies | 313384XY0 | FHDN 0.000 06/10/2024 | | | 21,917 | | 21,917 |
| Federal Agencies | 313384YF0 | FHDN 0.000 06/17/2024 | | | 21,917 | | 21,917 |
| Federal Agencies | 313384YF0 | FHDN 0.000 06/17/2024 | | | 21,917 | | 21,917 |
| Federal Agencies | 313384YF0 | FHDN 0.000 06/17/2024 | | | 21,917 | | 21,917 |
| Federal Agencies | 313384YF0 | FHDN 0.000 06/17/2024 | | | 21,917 | | 21,917 |
| Federal Agencies | 313384YF0 | FHDN 0.000 06/17/2024 | | | 21,917 | | 21,917 |
| Federal Agencies | 313384YF0 | FHDN 0.000 06/17/2024 | | | 21,917 | | 21,917 |

Monthly Investment Earnings

Pooled Fund

| <u>Type of Investment</u> | <u>CUSIP</u> | <u>Issuer Name</u> | <u>Par Value</u> | <u>Accrued Interest Earned</u> | <u>(Amortization) / Accretion</u> | <u>Realized Gain/(Loss)</u> | <u>Total Earnings</u> |
|---------------------------|--------------|-----------------------|------------------|--------------------------------|-----------------------------------|-----------------------------|-----------------------|
| Federal Agencies | 313384YF0 | FHDN 0.000 06/17/2024 | | | 21,917 | | 21,917 |
| Federal Agencies | 313384YV5 | FHDN 0.000 07/01/2024 | 25,000,000 | | 109,271 | | 109,271 |
| Federal Agencies | 313384YV5 | FHDN 0.000 07/01/2024 | 25,000,000 | | 109,271 | | 109,271 |
| Federal Agencies | 313384YV5 | FHDN 0.000 07/01/2024 | 25,000,000 | | 109,271 | | 109,271 |
| Federal Agencies | 313384YZ6 | FHDN 0.000 07/05/2024 | 25,000,000 | | 107,083 | | 107,083 |
| Federal Agencies | 313384ZT9 | FHDN 0.000 07/23/2024 | 15,000,000 | | 63,875 | | 63,875 |
| Federal Agencies | 3133ELCP7 | FFCB 1.625 12/03/2024 | 25,000,000 | 33,854 | 657 | | 34,511 |
| Federal Agencies | 3133ELQY3 | FFCB 1.210 03/03/2025 | 24,000,000 | 24,200 | 594 | | 24,794 |
| Federal Agencies | 3133ELQY3 | FFCB 1.210 03/03/2025 | 16,000,000 | 16,133 | 154 | | 16,288 |
| Federal Agencies | 3133EM4X7 | FFCB 0.800 09/10/2026 | 28,975,000 | 19,317 | 83,770 | | 103,087 |
| Federal Agencies | 3133EM5X6 | FFCB 0.430 09/23/2024 | 25,000,000 | 8,958 | 691 | | 9,650 |
| Federal Agencies | 3133EM5X6 | FFCB 0.430 09/23/2024 | 50,000,000 | 17,917 | 1,382 | | 19,299 |
| Federal Agencies | 3133EM5X6 | FFCB 0.430 09/23/2024 | 50,000,000 | 17,917 | 1,382 | | 19,299 |
| Federal Agencies | 3133EMV25 | FFCB 0.450 07/23/2024 | 50,000,000 | 18,750 | (2,551) | | 16,199 |
| Federal Agencies | 3133EMWT5 | FFCB 0.600 04/21/2025 | 50,000,000 | 25,000 | 544 | | 25,544 |
| Federal Agencies | 3133EMZ21 | FFCB 0.690 04/06/2026 | 15,500,000 | 8,913 | 738 | | 9,651 |
| Federal Agencies | 3133EN2L3 | FFCB 4.125 05/17/2027 | 21,000,000 | 72,188 | 238 | | 72,425 |
| Federal Agencies | 3133EN2L3 | FFCB 4.125 05/17/2027 | 5,000,000 | 17,188 | 63 | | 17,251 |
| Federal Agencies | 3133EN2L3 | FFCB 4.125 05/17/2027 | 4,650,000 | 15,984 | 59 | | 16,043 |
| Federal Agencies | 3133EN2L3 | FFCB 4.125 05/17/2027 | 25,000,000 | 85,938 | 315 | | 86,253 |
| Federal Agencies | 3133EN4B3 | FFCB 4.250 06/13/2025 | 15,000,000 | 53,125 | 382 | | 53,507 |
| Federal Agencies | 3133EN4B3 | FFCB 4.250 06/13/2025 | 15,000,000 | 53,125 | 335 | | 53,460 |
| Federal Agencies | 3133EN4B3 | FFCB 4.250 06/13/2025 | 15,000,000 | 53,125 | 360 | | 53,485 |
| Federal Agencies | 3133EN4N7 | FFCB 4.250 12/20/2024 | 25,000,000 | 88,542 | 1,867 | | 90,409 |
| Federal Agencies | 3133EN4N7 | FFCB 4.250 12/20/2024 | 10,000,000 | 35,417 | 702 | | 36,118 |
| Federal Agencies | 3133EN4N7 | FFCB 4.250 12/20/2024 | 25,000,000 | 88,542 | 1,867 | | 90,409 |
| Federal Agencies | 3133EN5E6 | FFCB 4.000 12/29/2025 | 15,000,000 | 50,000 | 1,240 | | 51,240 |
| Federal Agencies | 3133EN5E6 | FFCB 4.000 12/29/2025 | 25,000,000 | 83,333 | 2,087 | | 85,420 |
| Federal Agencies | 3133EN5E6 | FFCB 4.000 12/29/2025 | 20,000,000 | 66,667 | 1,653 | | 68,320 |
| Federal Agencies | 3133EN6A3 | FFCB 4.000 01/13/2026 | 30,000,000 | 100,000 | 624 | | 100,624 |
| Federal Agencies | 3133EN6A3 | FFCB 4.000 01/13/2026 | 20,000,000 | 66,667 | 482 | | 67,148 |
| Federal Agencies | 3133ENEG1 | FFCB 1.050 11/17/2025 | 55,000,000 | 48,125 | 1,581 | | 49,706 |
| Federal Agencies | 3133ENEG1 | FFCB 1.050 11/17/2025 | 39,675,000 | 34,716 | 1,084 | | 35,799 |
| Federal Agencies | 3133ENEJ5 | FFCB 0.875 11/18/2024 | 50,000,000 | 36,458 | 1,574 | | 38,032 |
| Federal Agencies | 3133ENEJ5 | FFCB 0.875 11/18/2024 | 10,000,000 | 7,292 | 315 | | 7,606 |
| Federal Agencies | 3133ENEJ5 | FFCB 0.875 11/18/2024 | 10,000,000 | 7,292 | 315 | | 7,606 |
| Federal Agencies | 3133ENGQ7 | FFCB 0.920 12/09/2024 | 50,000,000 | 38,333 | 411 | | 38,744 |
| Federal Agencies | 3133ENGQ7 | FFCB 0.920 12/09/2024 | 50,000,000 | 38,333 | 1,013 | | 39,346 |
| Federal Agencies | 3133ENHM5 | FFCB 1.170 12/16/2025 | 45,000,000 | 43,875 | 943 | | 44,818 |
| Federal Agencies | 3133ENHM5 | FFCB 1.170 12/16/2025 | 50,000,000 | 48,750 | 1,047 | | 49,797 |
| Federal Agencies | 3133ENJ35 | FFCB 3.320 02/25/2026 | 35,000,000 | 96,833 | 993 | | 97,826 |
| Federal Agencies | 3133ENJ84 | FFCB 3.375 08/26/2024 | 50,000,000 | 140,625 | 3,427 | | 144,052 |
| Federal Agencies | 3133ENKS8 | FFCB 1.125 01/06/2025 | 20,000,000 | 18,750 | 1,237 | | 19,987 |
| Federal Agencies | 3133ENKS8 | FFCB 1.125 01/06/2025 | 25,000,000 | 23,438 | 1,547 | | 24,984 |
| Federal Agencies | 3133ENKS8 | FFCB 1.125 01/06/2025 | 25,000,000 | 23,438 | 1,547 | | 24,984 |
| Federal Agencies | 3133ENP79 | FFCB 4.250 09/26/2024 | 50,000,000 | 177,083 | 164 | | 177,248 |
| Federal Agencies | 3133ENRD4 | FFCB 1.680 03/10/2027 | 48,573,000 | 68,002 | 18,807 | | 86,810 |
| Federal Agencies | 3133ENTS9 | FFCB 2.600 04/05/2027 | 24,500,000 | 53,083 | 2,022 | | 55,105 |
| Federal Agencies | 3133ENTS9 | FFCB 2.600 04/05/2027 | 22,500,000 | 48,750 | 1,770 | | 50,520 |

Monthly Investment Earnings

Pooled Fund

| <u>Type of Investment</u> | <u>CUSIP</u> | <u>Issuer Name</u> | <u>Par Value</u> | <u>Accrued Interest Earned</u> | <u>(Amortization) / Accretion</u> | <u>Realized Gain/(Loss)</u> | <u>Total Earnings</u> |
|---------------------------|--------------|-----------------------|------------------|------------------------------------|---------------------------------------|---------------------------------|-----------------------|
| Federal Agencies | 3133ENTS9 | FFCB 2.600 04/05/2027 | 25,000,000 | 54,167 | 3,222 | | 57,389 |
| Federal Agencies | 3133ENU00 | FFCB 2.640 04/08/2026 | 20,000,000 | 44,000 | 797 | | 44,797 |
| Federal Agencies | 3133ENU00 | FFCB 2.640 04/08/2026 | 30,000,000 | 66,000 | 1,195 | | 67,195 |
| Federal Agencies | 3133ENXE5 | FFCB 2.850 05/23/2025 | 6,000,000 | 14,250 | 230 | | 14,480 |
| Federal Agencies | 3133ENXE5 | FFCB 2.850 05/23/2025 | 20,000,000 | 47,500 | 766 | | 48,266 |
| Federal Agencies | 3133ENYH7 | FFCB 2.625 06/10/2024 | | 65,625 | 1,588 | | 67,213 |
| Federal Agencies | 3133ENYQ7 | FFCB 2.950 06/13/2025 | 50,000,000 | 122,917 | 671 | | 123,587 |
| Federal Agencies | 3133ENYX2 | FFCB 3.250 06/17/2024 | | 72,222 | 657 | | 72,879 |
| Federal Agencies | 3133ENYX2 | FFCB 3.250 06/17/2024 | | 36,111 | 646 | | 36,757 |
| Federal Agencies | 3133ENYX2 | FFCB 3.250 06/17/2024 | | 36,111 | 640 | | 36,751 |
| Federal Agencies | 3133ENZ37 | FFCB 4.875 01/10/2025 | 20,000,000 | 81,250 | 45 | | 81,295 |
| Federal Agencies | 3133ENZ37 | FFCB 4.875 01/10/2025 | 10,000,000 | 40,625 | 23 | | 40,648 |
| Federal Agencies | 3133ENZ37 | FFCB 4.875 01/10/2025 | 20,000,000 | 81,250 | 16 | | 81,266 |
| Federal Agencies | 3133ENZ94 | FFCB 4.500 11/18/2024 | 25,000,000 | 93,750 | 1,088 | | 94,838 |
| Federal Agencies | 3133ENZK9 | FFCB 3.240 06/28/2027 | 27,865,000 | 75,236 | (3,865) | | 71,371 |
| Federal Agencies | 3133ENZS2 | FFCB 3.100 06/28/2024 | | 58,125 | 462 | | 58,587 |
| Federal Agencies | 3133ENZS2 | FFCB 3.100 06/28/2024 | | 116,250 | 997 | | 117,247 |
| Federal Agencies | 3133ENZS2 | FFCB 3.100 06/28/2024 | | 58,125 | 499 | | 58,624 |
| 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 | 3133EPAG0 | FFCB 4.250 02/10/2025 | 29,875,000 | 105,807 | 6,523 | | 112,330 |
| Federal Agencies | 3133EPAG0 | FFCB 4.250 02/10/2025 | 10,000,000 | 35,417 | 2,167 | | 37,584 |
| Federal Agencies | 3133EPBF1 | FFCB 4.875 08/21/2024 | 10,000,000 | 40,625 | 236 | | 40,861 |
| Federal Agencies | 3133EPBF1 | FFCB 4.875 08/21/2024 | 25,000,000 | 101,563 | 548 | | 102,111 |
| Federal Agencies | 3133EPBF1 | FFCB 4.875 08/21/2024 | 20,000,000 | 81,250 | 439 | | 81,689 |
| Federal Agencies | 3133EPBJ3 | FFCB 4.375 02/23/2026 | 50,000,000 | 182,292 | 2,245 | | 184,536 |
| Federal Agencies | 3133EPBJ3 | FFCB 4.375 02/23/2026 | 25,000,000 | 91,146 | 1,273 | | 92,419 |
| Federal Agencies | 3133EPBJ3 | FFCB 4.375 02/23/2026 | 28,000,000 | 102,083 | 1,257 | | 103,340 |
| Federal Agencies | 3133EPBM6 | FFCB 4.125 08/23/2027 | 10,000,000 | 34,375 | 475 | | 34,850 |
| Federal Agencies | 3133EPC45 | FFCB 4.625 11/13/2028 | 12,000,000 | 46,250 | 262 | | 46,512 |
| Federal Agencies | 3133EPC45 | FFCB 4.625 11/13/2028 | 20,000,000 | 77,083 | 466 | | 77,550 |
| Federal Agencies | 3133EPC45 | FFCB 4.625 11/13/2028 | 55,000,000 | 211,979 | 1,276 | | 213,255 |
| Federal Agencies | 3133EPC60 | FFCB 4.625 11/15/2027 | 27,950,000 | 107,724 | 2,382 | | 110,106 |
| Federal Agencies | 3133EPC60 | FFCB 4.625 11/15/2027 | 33,300,000 | 128,344 | 2,845 | | 131,188 |
| Federal Agencies | 3133EPDL6 | FFCB 4.850 10/01/2025 | 50,000,000 | 202,083 | | | 202,083 |
| Federal Agencies | 3133EPHD0 | FFCB 4.500 10/28/2024 | 20,000,000 | 75,000 | 1,727 | | 76,727 |
| Federal Agencies | 3133EPHD0 | FFCB 4.500 10/28/2024 | 25,000,000 | 93,750 | 2,240 | | 95,990 |
| Federal Agencies | 3133EPJX4 | FFCB 3.625 02/17/2026 | 30,000,000 | 90,625 | 2,815 | | 93,440 |
| Federal Agencies | 3133EPJX4 | FFCB 3.625 02/17/2026 | 25,000,000 | 75,521 | 2,130 | | 77,651 |
| Federal Agencies | 3133EPKA2 | FFCB 4.000 08/18/2025 | 26,500,000 | 88,333 | 589 | | 88,923 |
| Federal Agencies | 3133EPKA2 | FFCB 4.000 08/18/2025 | 30,000,000 | 100,000 | 667 | | 100,667 |
| Federal Agencies | 3133EPKA2 | FFCB 4.000 08/18/2025 | 25,000,000 | 83,333 | 656 | | 83,989 |
| Federal Agencies | 3133EPMU6 | FFCB 4.250 06/15/2026 | 30,000,000 | 106,250 | 1,330 | | 107,580 |
| Federal Agencies | 3133EPMU6 | FFCB 4.250 06/15/2026 | 20,000,000 | 70,833 | 843 | | 71,676 |
| Federal Agencies | 3133EPMU6 | FFCB 4.250 06/15/2026 | 24,700,000 | 87,479 | 1,636 | | 89,115 |
| Federal Agencies | 3133EPMV4 | FFCB 4.125 06/15/2027 | 28,940,000 | 99,481 | 576 | | 100,058 |
| Federal Agencies | 3133EPNG6 | FFCB 4.375 06/23/2026 | 50,000,000 | 182,292 | 725 | | 183,017 |

Monthly Investment Earnings

Pooled Fund

| <u>Type of Investment</u> | <u>CUSIP</u> | <u>Issuer Name</u> | <u>Par Value</u> | <u>Accrued Interest Earned</u> | <u>(Amortization) / Accretion</u> | <u>Realized Gain/(Loss)</u> | <u>Total Earnings</u> |
|---------------------------|--------------|-----------------------|------------------|--------------------------------|-----------------------------------|-----------------------------|-----------------------|
| Federal Agencies | 3133EPNG6 | FFCB 4.375 06/23/2026 | 25,000,000 | 91,146 | 363 | | 91,509 |
| Federal Agencies | 3133EPNG6 | FFCB 4.375 06/23/2026 | 25,000,000 | 91,146 | 363 | | 91,509 |
| Federal Agencies | 3133EPP66 | FFCB 4.000 05/20/2027 | 31,000,000 | 103,333 | 2,267 | | 105,601 |
| Federal Agencies | 3133EPP66 | FFCB 4.000 05/20/2027 | 58,850,000 | 196,167 | 4,516 | | 200,683 |
| Federal Agencies | 3133EPSK2 | FFCB 4.250 08/07/2028 | 19,500,000 | 69,063 | 1,441 | | 70,503 |
| Federal Agencies | 3133EPSW6 | FFCB 4.500 08/14/2026 | 50,000,000 | 187,500 | 3,148 | | 190,648 |
| Federal Agencies | 3133EPUN3 | FFCB 4.500 08/28/2028 | 10,000,000 | 37,500 | 343 | | 37,843 |
| Federal Agencies | 3133EPUN3 | FFCB 4.500 08/28/2028 | 25,000,000 | 93,750 | 928 | | 94,678 |
| Federal Agencies | 3133EPUN3 | FFCB 4.500 08/28/2028 | 15,000,000 | 56,250 | 611 | | 56,861 |
| Federal Agencies | 3133EPUN3 | FFCB 4.500 08/28/2028 | 33,000,000 | 123,750 | 1,561 | | 125,311 |
| Federal Agencies | 3133EPVP7 | FFCB 4.750 07/08/2026 | 19,000,000 | 75,208 | 441 | | 75,649 |
| Federal Agencies | 3133EPVP7 | FFCB 4.750 07/08/2026 | 10,000,000 | 39,583 | 241 | | 39,824 |
| Federal Agencies | 3133EPVP7 | FFCB 4.750 07/08/2026 | 21,000,000 | 83,125 | 500 | | 83,625 |
| Federal Agencies | 3133EPVY8 | FFCB 5.000 09/15/2025 | 8,230,000 | 34,292 | 243 | | 34,535 |
| Federal Agencies | 3133EPVY8 | FFCB 5.000 09/15/2025 | 15,000,000 | 62,500 | 745 | | 63,245 |
| Federal Agencies | 3133EPVY8 | FFCB 5.000 09/15/2025 | 20,000,000 | 83,333 | 993 | | 84,327 |
| Federal Agencies | 3133EPX91 | FFCB 4.125 01/25/2027 | 35,000,000 | 120,313 | 1,207 | | 121,520 |
| Federal Agencies | 3133EPX91 | FFCB 4.125 01/25/2027 | 50,000,000 | 171,875 | 1,834 | | 173,709 |
| Federal Agencies | 3133EPX91 | FFCB 4.125 01/25/2027 | 25,000,000 | 85,938 | 862 | | 86,800 |
| Federal Agencies | 3133EPX91 | FFCB 4.125 01/25/2027 | 10,000,000 | 34,375 | 367 | | 34,742 |
| Federal Agencies | 3133EPX91 | FFCB 4.125 01/25/2027 | 5,000,000 | 17,188 | 196 | | 17,383 |
| Federal Agencies | 3133EPYW9 | FFCB 5.125 10/20/2025 | 50,000,000 | 213,542 | 1,149 | | 214,691 |
| Federal Agencies | 3133EPYW9 | FFCB 5.125 10/20/2025 | 25,000,000 | 106,771 | 595 | | 107,366 |
| Federal Agencies | 3133EPYW9 | FFCB 5.125 10/20/2025 | 35,000,000 | 149,479 | 1,135 | | 150,614 |
| Federal Agencies | 3133EPYW9 | FFCB 5.125 10/20/2025 | 24,000,000 | 102,500 | 3,142 | | 105,642 |
| Federal Agencies | 3133EPZA6 | FFCB 4.875 10/20/2026 | 30,000,000 | 121,875 | 4,541 | | 126,416 |
| Federal Agencies | 3133EPZA6 | FFCB 4.875 10/20/2026 | 14,000,000 | 56,875 | 2,602 | | 59,477 |
| Federal Agencies | 3133EPZY4 | FFCB 5.000 07/30/2026 | 25,000,000 | 104,167 | 1,890 | | 106,057 |
| Federal Agencies | 3133EPZY4 | FFCB 5.000 07/30/2026 | 3,000,000 | 12,500 | 241 | | 12,741 |
| Federal Agencies | 3133EPZY4 | FFCB 5.000 07/30/2026 | 9,615,000 | 40,063 | 773 | | 40,835 |
| Federal Agencies | 3133EPZY4 | FFCB 5.000 07/30/2026 | 16,000,000 | 66,667 | 1,286 | | 67,953 |
| Federal Agencies | 3133ERDH1 | FFCB 4.750 04/30/2029 | 63,085,000 | 249,711 | (11,201) | | 238,510 |
| Federal Agencies | 3133ERDH1 | FFCB 4.750 04/30/2029 | 27,892,000 | 110,406 | (4,946) | | 105,459 |
| Federal Agencies | 3133ERDH1 | FFCB 4.750 04/30/2029 | 30,000,000 | 118,750 | (5,238) | | 113,512 |
| Federal Agencies | 3133ERDS7 | FFCB 4.750 05/06/2027 | 12,727,000 | 50,378 | (365) | | 50,013 |
| Federal Agencies | 3133ERGL9 | FFCB 4.500 06/07/2028 | 15,000,000 | 45,000 | 89 | | 45,089 |
| Federal Agencies | 3133ERGL9 | FFCB 4.500 06/07/2028 | 20,000,000 | 12,500 | (130) | | 12,370 |
| Federal Agencies | 3133ERGL9 | FFCB 4.500 06/07/2028 | 14,934,000 | 9,334 | (97) | | 9,236 |
| Federal Agencies | 3133ERGS4 | FFCB 4.250 06/11/2029 | 10,000,000 | 5,903 | 89 | | 5,992 |
| Federal Agencies | 3133ERGS4 | FFCB 4.250 06/11/2029 | 10,000,000 | 5,903 | 89 | | 5,992 |
| Federal Agencies | 3133ERGS4 | FFCB 4.250 06/11/2029 | 20,000,000 | 11,806 | 179 | | 11,984 |
| Federal Agencies | 3133ERGS4 | FFCB 4.250 06/11/2029 | 10,000,000 | 5,903 | 89 | | 5,992 |
| Federal Agencies | 3133ERGS4 | FFCB 4.250 06/11/2029 | 29,000,000 | 17,118 | 211 | | 17,329 |
| Federal Agencies | 3133ERHD6 | FFCB 4.875 06/12/2026 | 32,000,000 | 56,333 | (919) | | 55,414 |
| Federal Agencies | 3133ERHD6 | FFCB 4.875 06/12/2026 | 20,000,000 | 35,208 | (546) | | 34,662 |
| Federal Agencies | 3133ERHN4 | FFCB 4.250 10/20/2028 | 38,000,000 | 49,347 | 1,492 | | 50,839 |
| Federal Agencies | 3133ERHN4 | FFCB 4.250 10/20/2028 | 5,000,000 | 6,493 | 194 | | 6,687 |

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 | 3133ERJZ5 | FFCB 4.500 06/28/2027 | 30,000,000 | 11,250 | | 39 | 11,289 |
| Federal Agencies | 3134GYRY0 | FHLMC 5.290 11/02/2026 | 25,000,000 | 110,208 | | | 110,208 |
| Federal Agencies | 3134GYRY0 | FHLMC 5.290 11/02/2026 | 25,000,000 | 110,208 | | | 110,208 |
| Federal Agencies | 3134GYRY0 | FHLMC 5.290 11/02/2026 | 25,000,000 | 110,208 | | | 110,208 |
| Federal Agencies | 3134GYRY0 | FHLMC 5.290 11/02/2026 | 25,000,000 | 110,208 | | | 110,208 |
| Federal Agencies | 3134H1G64 | FHLMC 6.025 04/16/2029 | 65,000,000 | 326,354 | | | 326,354 |
| Federal Agencies | 3134H1G64 | FHLMC 6.025 04/16/2029 | 25,000,000 | 125,521 | | | 125,521 |
| Federal Agencies | 3134H1G64 | FHLMC 6.025 04/16/2029 | 25,000,000 | 125,521 | | | 125,521 |
| Federal Agencies | 3134H1NT6 | FHLMC 5.410 01/10/2028 | 65,000,000 | 293,042 | | | 293,042 |
| Federal Agencies | 3134H1NT6 | FHLMC 5.410 01/10/2028 | 25,000,000 | 112,708 | | | 112,708 |
| Federal Agencies | 3134H1NT6 | FHLMC 5.410 01/10/2028 | 25,000,000 | 112,708 | | | 112,708 |
| Federal Agencies | 3134H1YE7 | FHLMC 5.910 03/14/2029 | 20,000,000 | 98,500 | | | 98,500 |
| Federal Agencies | 3134H1YE7 | FHLMC 5.910 03/14/2029 | 20,000,000 | 98,500 | | | 98,500 |
| Federal Agencies | 3134H1YE7 | FHLMC 5.910 03/14/2029 | 55,000,000 | 270,875 | | | 270,875 |
| Federal Agencies | 3134H1YE7 | FHLMC 5.910 03/14/2029 | 20,000,000 | 98,500 | | | 98,500 |
| Federal Agencies | 3135G03U5 | FNMA 0.625 04/22/2025 | 50,000,000 | 26,042 | (2,348) | | 23,694 |
| Federal Agencies | 3135G03U5 | FNMA 0.625 04/22/2025 | 37,938,000 | 19,759 | 13,896 | | 33,656 |
| Federal Agencies | 3135G03U5 | FNMA 0.625 04/22/2025 | 50,000,000 | 26,042 | 18,425 | | 44,467 |
| Federal Agencies | 3135G04Z3 | FNMA 0.500 06/17/2025 | 10,000,000 | 4,167 | 4,904 | | 9,071 |
| Federal Agencies | 3135G04Z3 | FNMA 0.500 06/17/2025 | 4,655,000 | 1,940 | 2,293 | | 4,232 |
| Federal Agencies | 3135G05X7 | FNMA 0.375 08/25/2025 | 72,500,000 | 22,656 | 11,656 | | 34,313 |
| Federal Agencies | 3135G05X7 | FNMA 0.375 08/25/2025 | 25,000,000 | 7,813 | 5,794 | | 13,606 |
| Federal Agencies | 3135G0X24 | FNMA 1.625 01/07/2025 | 39,060,000 | 52,894 | (34,765) | | 18,128 |
| Federal Agencies | 3135GAFY2 | FNMA 5.320 10/03/2024 | 50,000,000 | 221,667 | | | 221,667 |
| Federal Agencies | 3135GAFY2 | FNMA 5.320 10/03/2024 | 25,000,000 | 110,833 | | | 110,833 |
| Federal Agencies | 3135GAFY2 | FNMA 5.320 10/03/2024 | 25,000,000 | 110,833 | | | 110,833 |
| Federal Agencies | 3135GAG39 | FNMA 5.375 12/30/2024 | 25,000,000 | 111,979 | | | 111,979 |
| Federal Agencies | 3135GAG39 | FNMA 5.375 12/30/2024 | 25,000,000 | 111,979 | | | 111,979 |
| Federal Agencies | 3135GAG39 | FNMA 5.375 12/30/2024 | 25,000,000 | 111,979 | | | 111,979 |
| Federal Agencies | 3135GAG39 | FNMA 5.375 12/30/2024 | 25,000,000 | 111,979 | | | 111,979 |
| Federal Agencies | 3135GANG2 | FNMA 5.130 02/18/2028 | 50,000,000 | 213,750 | | | 213,750 |
| Federal Agencies | 3135GANG2 | FNMA 5.130 02/18/2028 | 25,000,000 | 106,875 | | | 106,875 |
| Federal Agencies | 3135GANG2 | FNMA 5.130 02/18/2028 | 25,000,000 | 106,875 | | | 106,875 |
| Federal Agencies | 3137EAEP0 | FHLMC 1.500 02/12/2025 | 15,000,000 | 18,750 | 190 | | 18,940 |
| Federal Agencies | 3137EAEP0 | FHLMC 1.500 02/12/2025 | 5,000,000 | 6,250 | 63 | | 6,313 |
| Federal Agencies | 3137EAEP0 | FHLMC 1.500 02/12/2025 | 5,000,000 | 6,250 | 63 | | 6,313 |
| Federal Agencies | 3137EAEP0 | FHLMC 1.500 02/12/2025 | 5,000,000 | 6,250 | 63 | | 6,313 |
| Federal Agencies | 3137EAEP0 | FHLMC 1.500 02/12/2025 | 50,000,000 | 62,500 | 633 | | 63,133 |
| Federal Agencies | 3137EAEP0 | FHLMC 1.500 02/12/2025 | 53,532,000 | 66,915 | (41,308) | | 25,607 |
| Federal Agencies | 3137EAEX3 | FHLMC 0.375 09/23/2025 | 22,600,000 | 7,063 | 5,492 | | 12,555 |
| Subtotals | | | \$ 7,062,437,000 | \$ 20,200,202 | \$ 1,164,194 | \$ - | \$ 21,364,397 |
| Public Time Deposits | PPG1KB100 | BKSANF 5.440 06/03/2024 | | \$ 3,022 | | | \$ 3,022 |
| Public Time Deposits | PPG2JA6N9 | BRIDGE 5.360 06/17/2024 | | 25,782 | | | 25,782 |
| Public Time Deposits | PPG5M8MH8 | BKSANF 5.300 07/08/2024 | 10,000,000 | 44,167 | | | 44,167 |
| Public Time Deposits | PPG8E735 | BRIDGE 5.260 07/15/2024 | 10,000,000 | 43,233 | | | 43,233 |
| Public Time Deposits | PPGHASP70 | BRIDGE 5.360 12/16/2024 | 10,000,000 | 20,559 | | | 20,559 |
| Subtotals | | | \$ 30,000,000 | \$ 136,763 | \$ - | \$ - | \$ 136,763 |

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 | 06367DAU9 | BMOCHG 5.870 06/21/2024 | | \$ 326,111 | | | \$ 326,111 |
| Negotiable CDs | 06367DAX3 | BMOCHG 6.000 07/01/2024 | 100,000,000 | 500,000 | | | 500,000 |
| Negotiable CDs | 06367DBJ3 | BMOCHG 5.890 06/07/2024 | | 49,083 | | | 49,083 |
| Negotiable CDs | 06367DBR5 | BMOCHG 5.930 07/01/2024 | 50,000,000 | 247,083 | | | 247,083 |
| Negotiable CDs | 06367DBW4 | BMOCHG 5.970 07/29/2024 | 50,000,000 | 248,750 | | | 248,750 |
| Negotiable CDs | 06367DCF0 | BMOCHG 6.010 08/14/2024 | 50,000,000 | 250,417 | | | 250,417 |
| Negotiable CDs | 06367DD44 | BMOCHG 5.970 09/23/2024 | 50,000,000 | 248,750 | | | 248,750 |
| Negotiable CDs | 06367DDS1 | BMOCHG 5.880 08/09/2024 | 50,000,000 | 245,000 | | | 245,000 |
| Negotiable CDs | 06367DE43 | BMOCHG 5.860 10/21/2024 | 60,000,000 | 293,000 | | | 293,000 |
| Negotiable CDs | 06367DEK7 | BMOCHG 5.800 11/06/2024 | 50,000,000 | 241,667 | | | 241,667 |
| Negotiable CDs | 06367DFA8 | BMOCHG 5.580 10/24/2024 | 50,000,000 | 232,500 | | | 232,500 |
| Negotiable CDs | 06367DFX8 | BMOCHG 5.560 07/01/2024 | 50,000,000 | 231,667 | | | 231,667 |
| Negotiable CDs | 06367DJB2 | BMOCHG 5.440 11/08/2024 | 51,000,000 | 231,200 | | | 231,200 |
| Negotiable CDs | 06367DJY2 | BMOCHG 5.470 05/05/2025 | 50,000,000 | 227,917 | | | 227,917 |
| Negotiable CDs | 13606KC38 | CIBCNY 5.940 09/09/2024 | 50,000,000 | 247,500 | | | 247,500 |
| Negotiable CDs | 13606KD78 | CIBCNY 5.920 08/12/2024 | 50,000,000 | 246,667 | | | 246,667 |
| Negotiable CDs | 13606KF92 | CIBCNY 5.880 08/16/2024 | 50,000,000 | 245,000 | | | 245,000 |
| Negotiable CDs | 13606KW51 | CIBCNY 5.370 09/11/2024 | 50,000,000 | 223,750 | | | 223,750 |
| Negotiable CDs | 13606KZ41 | CIBCNY 5.430 10/24/2024 | 50,000,000 | 226,250 | | | 226,250 |
| Negotiable CDs | 13606KZ66 | CIBCNY 5.400 01/02/2025 | 50,000,000 | 225,000 | | | 225,000 |
| Negotiable CDs | 13606KZN9 | CIBCNY 5.920 07/29/2024 | 60,000,000 | 296,000 | | | 296,000 |
| Negotiable CDs | 13606KZR0 | CIBCNY 5.890 07/01/2024 | 50,000,000 | 245,417 | | | 245,417 |
| Negotiable CDs | 78015J5K9 | RY 5.900 09/09/2024 | 60,000,000 | 295,000 | | | 295,000 |
| Negotiable CDs | 78015J7F8 | RY 5.930 08/12/2024 | 60,000,000 | 296,500 | | | 296,500 |
| Negotiable CDs | 78015JAK3 | RY 5.960 09/23/2024 | 60,000,000 | 298,000 | | | 298,000 |
| Negotiable CDs | 78015JE37 | RY 5.860 08/15/2024 | 50,000,000 | 244,167 | | | 244,167 |
| Negotiable CDs | 78015JE78 | RY 5.860 08/26/2024 | 50,000,000 | 244,167 | | | 244,167 |
| Negotiable CDs | 78015JHT7 | RY 5.530 06/03/2024 | | 18,433 | | | 18,433 |
| Negotiable CDs | 78015JJ73 | RY 5.480 10/24/2024 | 50,000,000 | 228,333 | | | 228,333 |
| Negotiable CDs | 78015JQ34 | RY 5.450 01/28/2025 | 25,000,000 | 113,542 | | | 113,542 |
| Negotiable CDs | 78015JXW2 | RY 5.890 06/28/2024 | | 220,875 | | | 220,875 |
| Negotiable CDs | 89115BH52 | TDNY 5.930 10/21/2024 | 50,000,000 | 247,083 | | | 247,083 |
| Negotiable CDs | 89115BNG1 | TDNY 5.850 06/05/2024 | | 32,500 | | | 32,500 |
| Negotiable CDs | 89115BNV8 | TDNY 5.560 07/01/2024 | 50,000,000 | 231,667 | | | 231,667 |
| Negotiable CDs | 89115BP95 | TDNY 5.580 10/24/2024 | 50,000,000 | 232,500 | | | 232,500 |
| Negotiable CDs | 89115BRG7 | TDNY 6.050 07/01/2024 | 50,000,000 | 252,083 | | | 252,083 |
| Negotiable CDs | 89115BS84 | TDNY 5.910 07/01/2024 | 50,000,000 | 246,250 | | | 246,250 |
| Negotiable CDs | 89115BSQ4 | TDNY 5.930 07/01/2024 | 50,000,000 | 247,083 | | | 247,083 |
| Negotiable CDs | 89115BSZ4 | TDNY 5.550 04/09/2025 | 50,000,000 | 231,250 | | | 231,250 |
| Negotiable CDs | 89115BT59 | TDNY 5.510 12/02/2024 | 50,000,000 | 229,583 | | | 229,583 |
| Negotiable CDs | 89115BV80 | TDNY 5.900 07/03/2024 | 50,000,000 | 245,833 | | | 245,833 |
| Negotiable CDs | 89115DC20 | TDNY 5.380 07/15/2024 | 70,000,000 | 313,833 | | | 313,833 |
| Negotiable CDs | 89115DC61 | TDNY 5.370 09/10/2024 | 50,000,000 | 223,750 | | | 223,750 |
| Negotiable CDs | 89115DCA2 | TDNY 5.360 09/25/2024 | 50,000,000 | 223,333 | | | 223,333 |
| Negotiable CDs | 89115DJS6 | TDNY 5.430 10/24/2024 | 50,000,000 | 226,250 | | | 226,250 |
| Negotiable CDs | 89115DK21 | TDNY 5.400 01/02/2025 | 50,000,000 | 225,000 | | | 225,000 |
| Negotiable CDs | 89115DR65 | TDNY 5.470 05/05/2025 | 65,000,000 | 296,292 | | | 296,292 |
| Subtotals | | | \$ 2,211,000,000 | \$ 11,192,036 | \$ - | \$ - | \$ 11,192,036 |

Monthly Investment Earnings Pooled Fund

| <u>Type of Investment</u> | <u>CUSIP</u> | <u>Issuer Name</u> | <u>Par Value</u> | <u>Accrued Interest Earned</u> | <u>(Amortization) / Accretion</u> | <u>Realized Gain/(Loss)</u> | <u>Total Earnings</u> |
|---------------------------|--------------|-------------------------|-------------------------|------------------------------------|---------------------------------------|---------------------------------|-----------------------|
| Commercial Paper | 59157TFH1 | METSHR 0.000 06/17/2024 | | | \$ 95,849 | | \$ 95,849 |
| Commercial Paper | 59157TGQ0 | METSHR 0.000 07/24/2024 | 48,500,000 | | 210,975 | | 210,975 |
| Commercial Paper | 59157TK44 | METSHR 0.000 10/04/2024 | 15,000,000 | | 65,000 | | 65,000 |
| Commercial Paper | 59157TKQ5 | METSHR 0.000 10/24/2024 | 10,000,000 | | 43,250 | | 43,250 |
| Commercial Paper | 59515MGF6 | MSFT 0.000 07/15/2024 | 10,000,000 | | 43,500 | | 43,500 |
| Commercial Paper | 62479LFE0 | MUFGBK 0.000 06/14/2024 | | | 38,567 | | 38,567 |
| Commercial Paper | 62479LFJ9 | MUFGBK 0.000 06/18/2024 | | | 138,692 | | 138,692 |
| Commercial Paper | 62479LG17 | MUFGBK 0.000 07/01/2024 | 50,000,000 | | 235,417 | | 235,417 |
| Commercial Paper | 62479LKQ7 | MUFGBK 0.000 10/24/2024 | 50,000,000 | | 217,500 | | 217,500 |
| Commercial Paper | 62479LKQ7 | MUFGBK 0.000 10/24/2024 | 50,000,000 | | 220,417 | | 220,417 |
| Commercial Paper | 62479LL45 | MUFGBK 0.000 11/04/2024 | 23,000,000 | | 101,392 | | 101,392 |
| Commercial Paper | 62479LLJ2 | MUFGBK 0.000 11/18/2024 | 52,000,000 | | 229,233 | | 229,233 |
| Commercial Paper | 62479LM44 | MUFGBK 0.000 12/04/2024 | 36,000,000 | | 160,200 | | 160,200 |
| Commercial Paper | 62479LMD4 | MUFGBK 0.000 12/13/2024 | 15,000,000 | | 15,488 | | 15,488 |
| Commercial Paper | 62479LMG7 | MUFGBK 0.000 12/16/2024 | 50,000,000 | | 222,083 | | 222,083 |
| Commercial Paper | 62479LMJ1 | MUFGBK 0.000 12/18/2024 | 50,000,000 | | 51,625 | | 51,625 |
| Commercial Paper | 62479LMP7 | MUFGBK 0.000 12/23/2024 | 22,000,000 | | 22,672 | | 22,672 |
| Commercial Paper | 62479LMW2 | MUFGBK 0.000 12/30/2024 | 15,000,000 | | 15,458 | | 15,458 |
| Commercial Paper | 62479LNP6 | MUFGBK 0.000 01/23/2025 | 15,000,000 | | 15,371 | | 15,371 |
| Commercial Paper | 62479LNV3 | MUFGBK 0.000 01/29/2025 | 50,000,000 | | 219,583 | | 219,583 |
| Commercial Paper | 89233GG18 | TOYCC 0.000 07/01/2024 | 50,000,000 | | 233,750 | | 233,750 |
| Commercial Paper | 89233GG18 | TOYCC 0.000 07/01/2024 | 50,000,000 | | 231,667 | | 231,667 |
| Commercial Paper | 89233GKP0 | TOYCC 0.000 10/23/2024 | 75,000,000 | | 325,000 | | 325,000 |
| Commercial Paper | 89233GKQ8 | TOYCC 0.000 10/24/2024 | 50,000,000 | | 218,333 | | 218,333 |
| Commercial Paper | 89233GM29 | TOYCC 0.000 12/02/2024 | 65,000,000 | | 287,083 | | 287,083 |
| Commercial Paper | 89233GMG8 | TOYCC 0.000 12/16/2024 | 65,000,000 | | 286,542 | | 286,542 |
| Commercial Paper | 89233GNQ5 | TOYCC 0.000 01/24/2025 | 60,000,000 | | 263,000 | | 263,000 |
| Commercial Paper | 89233GNU6 | TOYCC 0.000 01/28/2025 | 50,000,000 | | 43,667 | | 43,667 |
| Subtotals | | | \$ 1,026,500,000 | \$ - | \$ 4,251,313 | \$ - | \$ 4,251,313 |

Monthly Investment Earnings Pooled Fund

| <u>Type of Investment</u> | <u>CUSIP</u> | <u>Issuer Name</u> | <u>Par Value</u> | <u>Accrued Interest Earned</u> | <u>(Amortization) / Accretion</u> | <u>Realized Gain/(Loss)</u> | <u>Total Earnings</u> |
|---------------------------|--------------|---|-------------------------|------------------------------------|---------------------------------------|---------------------------------|-----------------------|
| Money Market Funds | 09248U718 | BlackRock Liquidity Funds T-Fund | \$ 13,385,494 | \$ 56,966 | | | \$ 56,966 |
| Money Market Funds | 31607A703 | Fidelity Govt Portfolio | 771,885,165 | 3,308,013 | | | 3,308,013 |
| Money Market Funds | 608919718 | Federated Hermes Govt Obligations Fund | 755,882,532 | 3,022,135 | | | 3,022,135 |
| Money Market Funds | 262006208 | Dreyfus Government Cash Management | 12,719,571 | 53,953 | | | 53,953 |
| Money Market Funds | 85749T517 | State Street Institutional U.S. Govt MMF | 535,189,083 | 1,431,415 | | | 1,431,415 |
| Money Market Funds | 61747C319 | Morgan Stanley Institutional Liquidity Fund | 60,835,338 | 259,535 | | | 259,535 |
| Subtotals | | | \$ 2,149,897,181 | \$ 8,132,016 | \$ - | \$ - | \$ 8,132,016 |
| Supranationals | 45818WDG8 | IADB 0.820 02/27/2026 | \$ 19,500,000 | \$ 13,325 | \$ (1,037) | | \$ 12,288 |
| Supranationals | 4581X0CM8 | IADB 2.125 01/15/2025 | 100,000,000 | 177,083 | (125,206) | | 51,877 |
| Supranationals | 4581X0DN5 | IADB 0.625 07/15/2025 | 28,900,000 | 15,052 | 8,452 | | 23,504 |
| Supranationals | 4581X0DZ8 | IADB 0.500 09/23/2024 | 50,000,000 | 20,833 | 11,513 | | 32,347 |
| Supranationals | 4581X0EE4 | IADB 3.250 07/01/2024 | 80,000,000 | 216,667 | 328 | | 216,995 |
| Supranationals | 4581X0EN4 | IADB 4.125 02/15/2029 | 25,000,000 | 85,938 | 6,261 | | 92,198 |
| Supranationals | 459056HV2 | IBRD 1.500 08/28/2024 | 50,000,000 | 62,500 | (28,667) | | 33,833 |
| Supranationals | 459058HT3 | IBRD 1.626 01/15/2025 | 29,314,000 | 39,720 | 82,795 | | 122,515 |
| Supranationals | 459058JB0 | IBRD 0.626 04/22/2025 | 40,000,000 | 20,867 | (1,885) | | 18,982 |
| Supranationals | 45906M3B5 | IBRD 1.980 06/14/2024 | | 71,500 | | | 71,500 |
| Supranationals | 45950VQG4 | IFC 0.440 09/23/2024 | 10,000,000 | 3,667 | 2,286 | | 5,953 |
| Supranationals | 45950VRU2 | IFC 4.023 01/26/2026 | 100,000,000 | 335,250 | | | 335,250 |
| Subtotals | | | \$ 532,714,000 | \$ 1,062,402 | \$ (45,160) | \$ - | \$ 1,017,242 |
| Secured Bank Deposit | 0660P0999 | Bank of America TTX INV Deposit Acct | \$ 100,190,027 | \$ 190,027 | | | \$ 190,027 |
| Subtotals | | | \$ 100,190,027 | \$ 190,027 | \$ - | \$ - | \$ 190,027 |
| Grand Totals | | | \$16,752,738,209 | \$ 45,053,047 | \$ 5,902,204 | \$ - | \$ 50,955,251 |

Investment Transactions Pooled Fund

For month ended June 30, 2024

| Accounting ID | Transaction Type | Cusip | Description | Price | Settlement Date | Posted Date | Par Value | Principal | Accrued Interest | Total |
|-----------------------|------------------|-----------|-------------------------|-----------|-----------------|-------------|-------------------------|-------------------------|-------------------|-------------------------|
| 57987 | Buy | 313384XS3 | FHDN 0.000 06/04/2024 | 99.98539 | 06/03/2024 | 06/03/2024 | 50,000,000.00 | 49,992,694.44 | 0.00 | 49,992,694.44 |
| 57988 | Buy | 313384XS3 | FHDN 0.000 06/04/2024 | 99.98539 | 06/03/2024 | 06/03/2024 | 50,000,000.00 | 49,992,694.44 | 0.00 | 49,992,694.44 |
| 57989 | Buy | 313384XS3 | FHDN 0.000 06/04/2024 | 99.98539 | 06/03/2024 | 06/03/2024 | 50,000,000.00 | 49,992,694.44 | 0.00 | 49,992,694.44 |
| 57990 | Buy | 313384XS3 | FHDN 0.000 06/04/2024 | 99.98539 | 06/03/2024 | 06/03/2024 | 50,000,000.00 | 49,992,694.44 | 0.00 | 49,992,694.44 |
| 57991 | Buy | 313384XT1 | FHDN 0.000 06/05/2024 | 99.98539 | 06/04/2024 | 06/04/2024 | 50,000,000.00 | 49,992,694.44 | 0.00 | 49,992,694.44 |
| 57992 | Buy | 313384XT1 | FHDN 0.000 06/05/2024 | 99.98539 | 06/04/2024 | 06/04/2024 | 50,000,000.00 | 49,992,694.44 | 0.00 | 49,992,694.44 |
| 57993 | Buy | 313384XT1 | FHDN 0.000 06/05/2024 | 99.98539 | 06/04/2024 | 06/04/2024 | 50,000,000.00 | 49,992,694.44 | 0.00 | 49,992,694.44 |
| 57994 | Buy | 313384XT1 | FHDN 0.000 06/05/2024 | 99.98539 | 06/04/2024 | 06/04/2024 | 50,000,000.00 | 49,992,694.44 | 0.00 | 49,992,694.44 |
| 58001 | Buy | 313384XU8 | FHDN 0.000 06/06/2024 | 99.98542 | 06/05/2024 | 06/05/2024 | 50,000,000.00 | 49,992,708.33 | 0.00 | 49,992,708.33 |
| 58002 | Buy | 313384XU8 | FHDN 0.000 06/06/2024 | 99.98542 | 06/05/2024 | 06/05/2024 | 50,000,000.00 | 49,992,708.33 | 0.00 | 49,992,708.33 |
| 58003 | Buy | 313384XU8 | FHDN 0.000 06/06/2024 | 99.98542 | 06/05/2024 | 06/05/2024 | 50,000,000.00 | 49,992,708.33 | 0.00 | 49,992,708.33 |
| 58004 | Buy | 313384XU8 | FHDN 0.000 06/06/2024 | 99.98542 | 06/05/2024 | 06/05/2024 | 50,000,000.00 | 49,992,708.33 | 0.00 | 49,992,708.33 |
| 58005 | Buy | 313384XV6 | FHDN 0.000 06/07/2024 | 99.98542 | 06/06/2024 | 06/06/2024 | 50,000,000.00 | 49,992,708.33 | 0.00 | 49,992,708.33 |
| 58006 | Buy | 313384XV6 | FHDN 0.000 06/07/2024 | 99.98542 | 06/06/2024 | 06/06/2024 | 50,000,000.00 | 49,992,708.33 | 0.00 | 49,992,708.33 |
| 58007 | Buy | 313384XV6 | FHDN 0.000 06/07/2024 | 99.98542 | 06/06/2024 | 06/06/2024 | 50,000,000.00 | 49,992,708.33 | 0.00 | 49,992,708.33 |
| 58008 | Buy | 313384XV6 | FHDN 0.000 06/07/2024 | 99.98542 | 06/06/2024 | 06/06/2024 | 50,000,000.00 | 49,992,708.33 | 0.00 | 49,992,708.33 |
| 58000 | Buy | 3133ERGL9 | FFCB 4.500 06/07/2028 | 99.96400 | 06/07/2024 | 06/07/2024 | 15,000,000.00 | 14,994,600.00 | 0.00 | 14,994,600.00 |
| 58009 | Buy | 313384XY0 | FHDN 0.000 06/10/2024 | 99.95617 | 06/07/2024 | 06/07/2024 | 50,000,000.00 | 49,978,083.33 | 0.00 | 49,978,083.33 |
| 58010 | Buy | 313384XY0 | FHDN 0.000 06/10/2024 | 99.95617 | 06/07/2024 | 06/07/2024 | 50,000,000.00 | 49,978,083.33 | 0.00 | 49,978,083.33 |
| 58011 | Buy | 313384XY0 | FHDN 0.000 06/10/2024 | 99.95617 | 06/07/2024 | 06/07/2024 | 50,000,000.00 | 49,978,083.33 | 0.00 | 49,978,083.33 |
| 58012 | Buy | 313384XY0 | FHDN 0.000 06/10/2024 | 99.95617 | 06/07/2024 | 06/07/2024 | 50,000,000.00 | 49,978,083.33 | 0.00 | 49,978,083.33 |
| 58015 | Buy | 313384YF0 | FHDN 0.000 06/17/2024 | 99.95617 | 06/14/2024 | 06/14/2024 | 50,000,000.00 | 49,978,083.33 | 0.00 | 49,978,083.33 |
| 58016 | Buy | 313384YF0 | FHDN 0.000 06/17/2024 | 99.95617 | 06/14/2024 | 06/14/2024 | 50,000,000.00 | 49,978,083.33 | 0.00 | 49,978,083.33 |
| 58017 | Buy | 313384YF0 | FHDN 0.000 06/17/2024 | 99.95617 | 06/14/2024 | 06/14/2024 | 50,000,000.00 | 49,978,083.33 | 0.00 | 49,978,083.33 |
| 58018 | Buy | 313384YF0 | FHDN 0.000 06/17/2024 | 99.95617 | 06/14/2024 | 06/14/2024 | 50,000,000.00 | 49,978,083.33 | 0.00 | 49,978,083.33 |
| 58019 | Buy | 313384YF0 | FHDN 0.000 06/17/2024 | 99.95617 | 06/14/2024 | 06/14/2024 | 50,000,000.00 | 49,978,083.33 | 0.00 | 49,978,083.33 |
| 58020 | Buy | 313384YF0 | FHDN 0.000 06/17/2024 | 99.95617 | 06/14/2024 | 06/14/2024 | 50,000,000.00 | 49,978,083.33 | 0.00 | 49,978,083.33 |
| 58021 | Buy | PPGHASP70 | BRIDGE 5.360 12/16/2024 | 100.00000 | 06/17/2024 | 06/17/2024 | 10,000,000.00 | 10,000,000.00 | 0.00 | 10,000,000.00 |
| 58022 | Buy | 3130B1BT3 | FHLB 4.875 06/12/2026 | 100.14900 | 06/18/2024 | 06/18/2024 | 13,485,000.00 | 13,505,092.65 | 76,695.94 | 13,581,788.59 |
| 58023 | Buy | 3133ERHD6 | FFCB 4.875 06/12/2026 | 100.16000 | 06/18/2024 | 06/18/2024 | 32,000,000.00 | 32,051,200.00 | 26,000.00 | 32,077,200.00 |
| 58024 | Buy | 3133ERHD6 | FFCB 4.875 06/12/2026 | 100.15200 | 06/18/2024 | 06/18/2024 | 20,000,000.00 | 20,030,400.00 | 16,250.00 | 20,046,650.00 |
| 58025 | Buy | 3133ERHN4 | FFCB 4.250 10/20/2028 | 99.43500 | 06/20/2024 | 06/20/2024 | 38,000,000.00 | 37,785,300.00 | 0.00 | 37,785,300.00 |
| 58026 | Buy | 3133ERHN4 | FFCB 4.250 10/20/2028 | 99.44200 | 06/20/2024 | 06/20/2024 | 5,000,000.00 | 4,972,100.00 | 0.00 | 4,972,100.00 |
| 58028 | Buy | 62479LMD4 | MUFGBK 0.000 12/13/2024 | 97.46300 | 06/24/2024 | 06/24/2024 | 15,000,000.00 | 14,619,450.00 | 0.00 | 14,619,450.00 |
| 58029 | Buy | 62479LMJ1 | MUFGBK 0.000 12/18/2024 | 97.38925 | 06/24/2024 | 06/24/2024 | 50,000,000.00 | 48,694,625.00 | 0.00 | 48,694,625.00 |
| 58030 | Buy | 62479LMP7 | MUFGBK 0.000 12/23/2024 | 97.32056 | 06/24/2024 | 06/24/2024 | 22,000,000.00 | 21,410,522.22 | 0.00 | 21,410,522.22 |
| 58031 | Buy | 62479LMP2 | MUFGBK 0.000 12/30/2024 | 97.21750 | 06/24/2024 | 06/24/2024 | 15,000,000.00 | 14,582,625.00 | 0.00 | 14,582,625.00 |
| 58032 | Buy | 62479LNP6 | MUFGBK 0.000 01/23/2025 | 96.88192 | 06/24/2024 | 06/24/2024 | 15,000,000.00 | 14,532,287.50 | 0.00 | 14,532,287.50 |
| 58027 | Buy | 89233GNU6 | TOYCC 0.000 01/28/2025 | 96.84144 | 06/25/2024 | 06/25/2024 | 50,000,000.00 | 48,420,722.22 | 0.00 | 48,420,722.22 |
| 58033 | Buy | 3133ERGS4 | FFCB 4.250 06/11/2029 | 99.67600 | 06/26/2024 | 06/26/2024 | 10,000,000.00 | 9,967,600.00 | 17,708.33 | 9,985,308.33 |
| 58034 | Buy | 3133ERGS4 | FFCB 4.250 06/11/2029 | 99.67600 | 06/26/2024 | 06/26/2024 | 10,000,000.00 | 9,967,600.00 | 17,708.33 | 9,985,308.33 |
| 58035 | Buy | 3133ERGS4 | FFCB 4.250 06/11/2029 | 99.67600 | 06/26/2024 | 06/26/2024 | 20,000,000.00 | 19,935,200.00 | 35,416.67 | 19,970,616.67 |
| 58036 | Buy | 3133ERGS4 | FFCB 4.250 06/11/2029 | 99.67600 | 06/26/2024 | 06/26/2024 | 10,000,000.00 | 9,967,600.00 | 17,708.33 | 9,985,308.33 |
| 58037 | Buy | 3133ERGS4 | FFCB 4.250 06/11/2029 | 99.73700 | 06/26/2024 | 06/26/2024 | 29,000,000.00 | 28,923,730.00 | 51,354.17 | 28,975,084.17 |
| 58038 | Buy | 3133ERGL9 | FFCB 4.500 06/07/2028 | 100.18800 | 06/26/2024 | 06/26/2024 | 20,000,000.00 | 20,037,600.00 | 47,500.00 | 20,085,100.00 |
| 58039 | Buy | 91282CKV2 | T 4.625 06/15/2027 | 100.39844 | 06/26/2024 | 06/26/2024 | 50,000,000.00 | 50,199,218.75 | 69,501.37 | 50,268,720.12 |
| 58040 | Buy | 3133ERGL9 | FFCB 4.500 06/07/2028 | 100.18800 | 06/26/2024 | 06/26/2024 | 14,934,000.00 | 14,962,075.92 | 35,468.25 | 14,997,544.17 |
| 58041 | Buy | 3133ERJZ5 | FFCB 4.500 06/28/2027 | 99.95280 | 06/28/2024 | 06/28/2024 | 30,000,000.00 | 29,985,840.00 | 0.00 | 29,985,840.00 |
| Activity Total | | | | | | | 1,794,419,000.00 | 1,789,209,444.72 | 411,311.39 | 1,789,620,756.11 |

Investment Transactions
Pooled Fund

| Accounting ID | Transaction Type | Cusip | Description | Price | Settlement Date | Posted Date | Par Value | Principal | Accrued Interest | Total |
|---------------|------------------|-----------|-------------------------|-----------|-----------------|-------------|------------------|------------------|------------------|------------------|
| 57811 | Maturity | 78015JHT7 | RY 5.530 06/03/2024 | 100.00000 | 06/03/2024 | 06/03/2024 | 60,000,000.00 | 60,000,000.00 | 0.00 | 60,000,000.00 |
| 57808 | Maturity | PPG1KB100 | BKSANF 5.440 06/03/2024 | 100.00000 | 06/03/2024 | 06/03/2024 | 10,000,000.00 | 10,000,000.00 | 0.00 | 10,000,000.00 |
| 57987 | Maturity | 313384XS3 | FHDN 0.000 06/04/2024 | 100.00000 | 06/04/2024 | 06/04/2024 | 50,000,000.00 | 50,000,000.00 | 0.00 | 50,000,000.00 |
| 57988 | Maturity | 313384XS3 | FHDN 0.000 06/04/2024 | 100.00000 | 06/04/2024 | 06/04/2024 | 50,000,000.00 | 50,000,000.00 | 0.00 | 50,000,000.00 |
| 57989 | Maturity | 313384XS3 | FHDN 0.000 06/04/2024 | 100.00000 | 06/04/2024 | 06/04/2024 | 50,000,000.00 | 50,000,000.00 | 0.00 | 50,000,000.00 |
| 57990 | Maturity | 313384XS3 | FHDN 0.000 06/04/2024 | 100.00000 | 06/04/2024 | 06/04/2024 | 50,000,000.00 | 50,000,000.00 | 0.00 | 50,000,000.00 |
| 57991 | Maturity | 313384XT1 | FHDN 0.000 06/05/2024 | 100.00000 | 06/05/2024 | 06/05/2024 | 50,000,000.00 | 50,000,000.00 | 0.00 | 50,000,000.00 |
| 57992 | Maturity | 313384XT1 | FHDN 0.000 06/05/2024 | 100.00000 | 06/05/2024 | 06/05/2024 | 50,000,000.00 | 50,000,000.00 | 0.00 | 50,000,000.00 |
| 57993 | Maturity | 313384XT1 | FHDN 0.000 06/05/2024 | 100.00000 | 06/05/2024 | 06/05/2024 | 50,000,000.00 | 50,000,000.00 | 0.00 | 50,000,000.00 |
| 57994 | Maturity | 313384XT1 | FHDN 0.000 06/05/2024 | 100.00000 | 06/05/2024 | 06/05/2024 | 50,000,000.00 | 50,000,000.00 | 0.00 | 50,000,000.00 |
| 57697 | Maturity | 89115BNG1 | TDNY 5.850 06/05/2024 | 100.00000 | 06/05/2024 | 06/05/2024 | 50,000,000.00 | 50,000,000.00 | 0.00 | 50,000,000.00 |
| 58001 | Maturity | 313384XU8 | FHDN 0.000 06/06/2024 | 100.00000 | 06/06/2024 | 06/06/2024 | 50,000,000.00 | 50,000,000.00 | 0.00 | 50,000,000.00 |
| 58002 | Maturity | 313384XU8 | FHDN 0.000 06/06/2024 | 100.00000 | 06/06/2024 | 06/06/2024 | 50,000,000.00 | 50,000,000.00 | 0.00 | 50,000,000.00 |
| 58003 | Maturity | 313384XU8 | FHDN 0.000 06/06/2024 | 100.00000 | 06/06/2024 | 06/06/2024 | 50,000,000.00 | 50,000,000.00 | 0.00 | 50,000,000.00 |
| 58004 | Maturity | 313384XU8 | FHDN 0.000 06/06/2024 | 100.00000 | 06/06/2024 | 06/06/2024 | 50,000,000.00 | 50,000,000.00 | 0.00 | 50,000,000.00 |
| 57704 | Maturity | 06367DBJ3 | BMOCHG 5.890 | 100.00000 | 06/07/2024 | 06/07/2024 | 50,000,000.00 | 50,000,000.00 | 0.00 | 50,000,000.00 |
| 58005 | Maturity | 313384XV6 | FHDN 0.000 06/07/2024 | 100.00000 | 06/07/2024 | 06/07/2024 | 50,000,000.00 | 50,000,000.00 | 0.00 | 50,000,000.00 |
| 58006 | Maturity | 313384XV6 | FHDN 0.000 06/07/2024 | 100.00000 | 06/07/2024 | 06/07/2024 | 50,000,000.00 | 50,000,000.00 | 0.00 | 50,000,000.00 |
| 58007 | Maturity | 313384XV6 | FHDN 0.000 06/07/2024 | 100.00000 | 06/07/2024 | 06/07/2024 | 50,000,000.00 | 50,000,000.00 | 0.00 | 50,000,000.00 |
| 58008 | Maturity | 313384XV6 | FHDN 0.000 06/07/2024 | 100.00000 | 06/07/2024 | 06/07/2024 | 50,000,000.00 | 50,000,000.00 | 0.00 | 50,000,000.00 |
| 58009 | Maturity | 313384XY0 | FHDN 0.000 06/10/2024 | 100.00000 | 06/10/2024 | 06/10/2024 | 50,000,000.00 | 50,000,000.00 | 0.00 | 50,000,000.00 |
| 58010 | Maturity | 313384XY0 | FHDN 0.000 06/10/2024 | 100.00000 | 06/10/2024 | 06/10/2024 | 50,000,000.00 | 50,000,000.00 | 0.00 | 50,000,000.00 |
| 58011 | Maturity | 313384XY0 | FHDN 0.000 06/10/2024 | 100.00000 | 06/10/2024 | 06/10/2024 | 50,000,000.00 | 50,000,000.00 | 0.00 | 50,000,000.00 |
| 58012 | Maturity | 313384XY0 | FHDN 0.000 06/10/2024 | 100.00000 | 06/10/2024 | 06/10/2024 | 50,000,000.00 | 50,000,000.00 | 0.00 | 50,000,000.00 |
| 47379 | Maturity | 3133ENYH7 | FFCB 2.625 06/10/2024 | 100.00000 | 06/10/2024 | 06/10/2024 | 100,000,000.00 | 100,000,000.00 | 0.00 | 100,000,000.00 |
| 47369 | Maturity | 3130A1XJ2 | FHLB 2.875 06/14/2024 | 100.00000 | 06/14/2024 | 06/14/2024 | 25,500,000.00 | 25,500,000.00 | 0.00 | 25,500,000.00 |
| 47371 | Maturity | 3130A1XJ2 | FHLB 2.875 06/14/2024 | 100.00000 | 06/14/2024 | 06/14/2024 | 50,000,000.00 | 50,000,000.00 | 0.00 | 50,000,000.00 |
| 47373 | Maturity | 3130A1XJ2 | FHLB 2.875 06/14/2024 | 100.00000 | 06/14/2024 | 06/14/2024 | 17,980,000.00 | 17,980,000.00 | 0.00 | 17,980,000.00 |
| 47374 | Maturity | 3130A1XJ2 | FHLB 2.875 06/14/2024 | 100.00000 | 06/14/2024 | 06/14/2024 | 15,955,000.00 | 15,955,000.00 | 0.00 | 15,955,000.00 |
| 47413 | Maturity | 3130ASHK8 | FHLB 3.125 06/14/2024 | 100.00000 | 06/14/2024 | 06/14/2024 | 28,000,000.00 | 28,000,000.00 | 0.00 | 28,000,000.00 |
| 47414 | Maturity | 3130ASHK8 | FHLB 3.125 06/14/2024 | 100.00000 | 06/14/2024 | 06/14/2024 | 28,210,000.00 | 28,210,000.00 | 0.00 | 28,210,000.00 |
| 47322 | Maturity | 45906M3B5 | IBRD 1.980 06/14/2024 | 100.00000 | 06/14/2024 | 06/14/2024 | 100,000,000.00 | 100,000,000.00 | 0.00 | 100,000,000.00 |
| 57852 | Maturity | 62479LFE0 | MUFGBK 0.000 06/14/2024 | 100.00000 | 06/14/2024 | 06/14/2024 | 20,000,000.00 | 20,000,000.00 | 0.00 | 20,000,000.00 |
| 58015 | Maturity | 313384YF0 | FHDN 0.000 06/17/2024 | 100.00000 | 06/17/2024 | 06/17/2024 | 50,000,000.00 | 50,000,000.00 | 0.00 | 50,000,000.00 |
| 58016 | Maturity | 313384YF0 | FHDN 0.000 06/17/2024 | 100.00000 | 06/17/2024 | 06/17/2024 | 50,000,000.00 | 50,000,000.00 | 0.00 | 50,000,000.00 |
| 58017 | Maturity | 313384YF0 | FHDN 0.000 06/17/2024 | 100.00000 | 06/17/2024 | 06/17/2024 | 50,000,000.00 | 50,000,000.00 | 0.00 | 50,000,000.00 |
| 58018 | Maturity | 313384YF0 | FHDN 0.000 06/17/2024 | 100.00000 | 06/17/2024 | 06/17/2024 | 50,000,000.00 | 50,000,000.00 | 0.00 | 50,000,000.00 |
| 58019 | Maturity | 313384YF0 | FHDN 0.000 06/17/2024 | 100.00000 | 06/17/2024 | 06/17/2024 | 50,000,000.00 | 50,000,000.00 | 0.00 | 50,000,000.00 |
| 58020 | Maturity | 313384YF0 | FHDN 0.000 06/17/2024 | 100.00000 | 06/17/2024 | 06/17/2024 | 50,000,000.00 | 50,000,000.00 | 0.00 | 50,000,000.00 |
| 47383 | Maturity | 3133ENYX2 | FFCB 3.250 06/17/2024 | 100.00000 | 06/17/2024 | 06/17/2024 | 50,000,000.00 | 50,000,000.00 | 0.00 | 50,000,000.00 |
| 47384 | Maturity | 3133ENYX2 | FFCB 3.250 06/17/2024 | 100.00000 | 06/17/2024 | 06/17/2024 | 25,000,000.00 | 25,000,000.00 | 0.00 | 25,000,000.00 |
| 47388 | Maturity | 3133ENYX2 | FFCB 3.250 06/17/2024 | 100.00000 | 06/17/2024 | 06/17/2024 | 25,000,000.00 | 25,000,000.00 | 0.00 | 25,000,000.00 |
| 57868 | Maturity | 59157TFH1 | METSHR 0.000 06/17/2024 | 100.00000 | 06/17/2024 | 06/17/2024 | 41,000,000.00 | 41,000,000.00 | 0.00 | 41,000,000.00 |
| 57822 | Maturity | PPG2JA6N9 | BRIDGE 5.360 06/17/2024 | 100.00000 | 06/17/2024 | 06/17/2024 | 10,000,000.00 | 10,000,000.00 | 0.00 | 10,000,000.00 |
| 57853 | Maturity | 62479LJ9 | MUFGBK 0.000 06/18/2024 | 100.00000 | 06/18/2024 | 06/18/2024 | 55,000,000.00 | 55,000,000.00 | 0.00 | 55,000,000.00 |
| 57696 | Maturity | 06367DAU9 | BMOCHG 5.870 | 100.00000 | 06/21/2024 | 06/21/2024 | 100,000,000.00 | 100,000,000.00 | 0.00 | 100,000,000.00 |
| 47392 | Maturity | 3133ENZS2 | FFCB 3.100 06/28/2024 | 100.00000 | 06/28/2024 | 06/28/2024 | 25,000,000.00 | 25,000,000.00 | 0.00 | 25,000,000.00 |
| 47393 | Maturity | 3133ENZS2 | FFCB 3.100 06/28/2024 | 100.00000 | 06/28/2024 | 06/28/2024 | 50,000,000.00 | 50,000,000.00 | 0.00 | 50,000,000.00 |
| 47394 | Maturity | 3133ENZS2 | FFCB 3.100 06/28/2024 | 100.00000 | 06/28/2024 | 06/28/2024 | 25,000,000.00 | 25,000,000.00 | 0.00 | 25,000,000.00 |
| 57698 | Maturity | 78015JXW2 | RY 5.890 06/28/2024 | 100.00000 | 06/28/2024 | 06/28/2024 | 50,000,000.00 | 50,000,000.00 | 0.00 | 50,000,000.00 |
| | | | Activity Total | | | | 2,311,645,000.00 | 2,311,645,000.00 | 0.00 | 2,311,645,000.00 |

Interest Received Pooled Fund

| For month ended June 30, 2024 | | | | | | | |
|-------------------------------|------------------|-----------|-------------------------|-------------|-------------------|-------------------------------|--------------|
| Accounting ID | Transaction Type | Cusip | Description | Date Posted | Interest Received | Purchased Interest Adjustment | Net Interest |
| 57808 | Interest Income | PPG1KB100 | BKSANF 5.440 06/03/2024 | 06/03/2024 | 275,022.23 | | 275,022.23 |
| 57811 | Interest Income | 78015JHT7 | RY 5.530 06/03/2024 | 06/03/2024 | 1,640,566.68 | | 1,640,566.68 |
| 46327 | Interest Income | 3133ELCP7 | FFCB 1.625 12/03/2024 | 06/03/2024 | 203,125.00 | | 203,125.00 |
| 57697 | Interest Income | 89115BNG1 | TDNY 5.850 06/05/2024 | 06/05/2024 | 2,795,000.00 | | 2,795,000.00 |
| 57675 | Interest Income | 3130AWER7 | FHLB 4.625 06/06/2025 | 06/06/2024 | 578,125.00 | | 578,125.00 |
| 57676 | Interest Income | 3130AWER7 | FHLB 4.625 06/06/2025 | 06/06/2024 | 346,875.00 | | 346,875.00 |
| 57677 | Interest Income | 3130AWER7 | FHLB 4.625 06/06/2025 | 06/06/2024 | 1,202,500.00 | | 1,202,500.00 |
| 57678 | Interest Income | 3130AWER7 | FHLB 4.625 06/06/2025 | 06/06/2024 | 231,250.00 | | 231,250.00 |
| 57704 | Interest Income | 06367DBJ3 | BMOCHG 5.890 06/07/2024 | 06/07/2024 | 2,666,861.10 | | 2,666,861.10 |
| 47230 | Interest Income | 3133ENGO7 | FFCB 0.920 12/09/2024 | 06/10/2024 | 230,000.00 | | 230,000.00 |
| 47231 | Interest Income | 3133ENGO7 | FFCB 0.920 12/09/2024 | 06/10/2024 | 230,000.00 | | 230,000.00 |
| 47379 | Interest Income | 3133ENYH7 | FFCB 2.625 06/10/2024 | 06/10/2024 | 1,312,500.00 | | 1,312,500.00 |
| 57937 | Interest Income | 3130AX4E5 | FHLB 4.500 06/11/2027 | 06/11/2024 | 247,500.00 | 209,000.00 | 38,500.00 |
| 47409 | Interest Income | 3130ASGU7 | FHLB 3.500 06/11/2027 | 06/11/2024 | 216,562.50 | | 216,562.50 |
| 47410 | Interest Income | 3130ASGU7 | FHLB 3.500 06/11/2027 | 06/11/2024 | 175,000.00 | | 175,000.00 |
| 47411 | Interest Income | 3130ASGU7 | FHLB 3.500 06/11/2027 | 06/11/2024 | 380,187.50 | | 380,187.50 |
| 57665 | Interest Income | 3130AVWS7 | FHLB 3.750 06/12/2026 | 06/12/2024 | 375,000.00 | | 375,000.00 |
| 57671 | Interest Income | 3130AWAH3 | FHLB 4.000 06/12/2026 | 06/12/2024 | 300,000.00 | | 300,000.00 |
| 57672 | Interest Income | 3130AWAH3 | FHLB 4.000 06/12/2026 | 06/12/2024 | 200,000.00 | | 200,000.00 |
| 57701 | Interest Income | 3130AWLZ1 | FHLB 4.750 06/12/2026 | 06/12/2024 | 1,187,500.00 | | 1,187,500.00 |
| 57657 | Interest Income | 3130AVWS7 | FHLB 3.750 06/12/2026 | 06/12/2024 | 319,593.75 | | 319,593.75 |
| 57666 | Interest Income | 3130ATST5 | FHLB 4.375 06/13/2025 | 06/13/2024 | 525,000.00 | | 525,000.00 |
| 57708 | Interest Income | 3130AWLY4 | FHLB 5.125 06/13/2025 | 06/13/2024 | 1,233,843.75 | | 1,233,843.75 |
| 57709 | Interest Income | 3130AWLY4 | FHLB 5.125 06/13/2025 | 06/13/2024 | 276,750.00 | | 276,750.00 |
| 47381 | Interest Income | 3133ENYQ7 | FFCB 2.950 06/13/2025 | 06/13/2024 | 737,500.00 | | 737,500.00 |
| 47425 | Interest Income | 3130ASG86 | FHLB 3.375 06/13/2025 | 06/13/2024 | 214,312.50 | | 214,312.50 |
| 47426 | Interest Income | 3130ASG86 | FHLB 3.375 06/13/2025 | 06/13/2024 | 201,487.50 | | 201,487.50 |
| 57539 | Interest Income | 3133EN4B3 | FFCB 4.250 06/13/2025 | 06/13/2024 | 318,750.00 | | 318,750.00 |
| 57540 | Interest Income | 3133EN4B3 | FFCB 4.250 06/13/2025 | 06/13/2024 | 318,750.00 | | 318,750.00 |
| 57541 | Interest Income | 3133EN4B3 | FFCB 4.250 06/13/2025 | 06/13/2024 | 318,750.00 | | 318,750.00 |
| 57650 | Interest Income | 3130ATST5 | FHLB 4.375 06/13/2025 | 06/13/2024 | 218,750.00 | | 218,750.00 |
| 57655 | Interest Income | 3130ATST5 | FHLB 4.375 06/13/2025 | 06/13/2024 | 216,890.63 | | 216,890.63 |
| 57656 | Interest Income | 3130ATST5 | FHLB 4.375 06/13/2025 | 06/13/2024 | 557,812.50 | | 557,812.50 |
| 57658 | Interest Income | 3130ATST5 | FHLB 4.375 06/13/2025 | 06/13/2024 | 65,625.00 | | 65,625.00 |
| 57659 | Interest Income | 3130ATST5 | FHLB 4.375 06/13/2025 | 06/13/2024 | 218,750.00 | | 218,750.00 |
| 47322 | Interest Income | 45906M3B5 | IBRD 1.980 06/14/2024 | 06/14/2024 | 990,000.00 | | 990,000.00 |
| 47369 | Interest Income | 3130A1XJ2 | FHLB 2.875 06/14/2024 | 06/14/2024 | 366,562.50 | | 366,562.50 |
| 47371 | Interest Income | 3130A1XJ2 | FHLB 2.875 06/14/2024 | 06/14/2024 | 718,750.00 | | 718,750.00 |
| 47373 | Interest Income | 3130A1XJ2 | FHLB 2.875 06/14/2024 | 06/14/2024 | 258,462.50 | | 258,462.50 |
| 47374 | Interest Income | 3130A1XJ2 | FHLB 2.875 06/14/2024 | 06/14/2024 | 229,353.13 | | 229,353.13 |
| 47413 | Interest Income | 3130ASHK8 | FHLB 3.125 06/14/2024 | 06/14/2024 | 437,500.00 | | 437,500.00 |
| 47414 | Interest Income | 3130ASHK8 | FHLB 3.125 06/14/2024 | 06/14/2024 | 440,781.25 | | 440,781.25 |
| 57679 | Interest Income | 3133EPMU6 | FFCB 4.250 06/15/2026 | 06/17/2024 | 637,500.00 | | 637,500.00 |
| 57680 | Interest Income | 3133EPMU6 | FFCB 4.250 06/15/2026 | 06/17/2024 | 425,000.00 | | 425,000.00 |
| 57681 | Interest Income | 3133EPMV4 | FFCB 4.125 06/15/2027 | 06/17/2024 | 596,887.50 | | 596,887.50 |
| 57683 | Interest Income | 3133EPMU6 | FFCB 4.250 06/15/2026 | 06/17/2024 | 524,875.00 | | 524,875.00 |
| 57822 | Interest Income | PPG2JA6N9 | BRIDGE 5.360 06/17/2024 | 06/17/2024 | 269,551.84 | | 269,551.84 |
| 47239 | Interest Income | 3135G04Z3 | FNMA 0.500 06/17/2025 | 06/17/2024 | 25,000.00 | | 25,000.00 |
| 47241 | Interest Income | 3135G04Z3 | FNMA 0.500 06/17/2025 | 06/17/2024 | 11,637.50 | | 11,637.50 |
| 47263 | Interest Income | 3133ENHM5 | FFCB 1.170 12/16/2025 | 06/17/2024 | 263,250.00 | | 263,250.00 |
| 47264 | Interest Income | 3133ENHM5 | FFCB 1.170 12/16/2025 | 06/17/2024 | 292,500.00 | | 292,500.00 |
| 47383 | Interest Income | 3133ENYX2 | FFCB 3.250 06/17/2024 | 06/17/2024 | 812,500.00 | | 812,500.00 |
| 47384 | Interest Income | 3133ENYX2 | FFCB 3.250 06/17/2024 | 06/17/2024 | 406,250.00 | | 406,250.00 |
| 47388 | Interest Income | 3133ENYX2 | FFCB 3.250 06/17/2024 | 06/17/2024 | 406,250.00 | | 406,250.00 |

Interest Received
Pooled Fund

| Accounting ID | Transaction Type | Cusip | Description | Date Posted | Interest Received | Purchased Interest Adjustment | Net Interest |
|----------------|------------------|-----------|-------------------------|-------------|-------------------|-------------------------------|---------------|
| 57542 | Interest Income | 3133EN4N7 | FFCB 4.250 12/20/2024 | 06/20/2024 | 531,250.00 | | 531,250.00 |
| 57543 | Interest Income | 3133EN4N7 | FFCB 4.250 12/20/2024 | 06/20/2024 | 212,500.00 | | 212,500.00 |
| 57544 | Interest Income | 3133EN4N7 | FFCB 4.250 12/20/2024 | 06/20/2024 | 531,250.00 | | 531,250.00 |
| 57696 | Interest Income | 06367DAU9 | BMOCHG 5.870 06/21/2024 | 06/21/2024 | 5,870,000.00 | | 5,870,000.00 |
| 57686 | Interest Income | 3133EPNG6 | FFCB 4.375 06/23/2026 | 06/24/2024 | 1,093,750.00 | | 1,093,750.00 |
| 57687 | Interest Income | 3133EPNG6 | FFCB 4.375 06/23/2026 | 06/24/2024 | 546,875.00 | | 546,875.00 |
| 57688 | Interest Income | 3133EPNG6 | FFCB 4.375 06/23/2026 | 06/24/2024 | 546,875.00 | | 546,875.00 |
| 57698 | Interest Income | 78015JXW2 | RY 5.890 06/28/2024 | 06/28/2024 | 2,994,083.35 | | 2,994,083.35 |
| 47392 | Interest Income | 3133ENZS2 | FFCB 3.100 06/28/2024 | 06/28/2024 | 387,500.00 | | 387,500.00 |
| 47393 | Interest Income | 3133ENZS2 | FFCB 3.100 06/28/2024 | 06/28/2024 | 775,000.00 | | 775,000.00 |
| 47394 | Interest Income | 3133ENZS2 | FFCB 3.100 06/28/2024 | 06/28/2024 | 387,500.00 | | 387,500.00 |
| 47402 | Interest Income | 3133ENZK9 | FFCB 3.240 06/28/2027 | 06/28/2024 | 451,413.00 | | 451,413.00 |
| Activity Total | | | | | 42,976,748.21 | 209,000.00 | 42,767,748.21 |

Money Market / Secured Bank Deposit Activity Pooled Fund

| For month ended June 30, 2024 | | | | |
|-------------------------------|--|---------------|-------------------|-----------------------|
| Accounting ID | Description | Activity Date | Transaction Type | Transaction Amount |
| 09248U718 | BlackRock Liquidity Funds T-Fund | 06/03/2024 | Interest Received | 58,591.92 |
| | Activity Total | | | 58,591.92 |
| 31607A703 | Fidelity Govt Portfolio | 06/28/2024 | Interest Received | 3,308,012.81 |
| | Activity Total | | | 3,308,012.81 |
| 608919718 | Federated Hermes Govt Obligations | 06/03/2024 | Withdrawal | (96,000,000.00) |
| 608919718 | Federated Hermes Govt Obligations | 06/04/2024 | Deposit | 40,000,000.00 |
| 608919718 | Federated Hermes Govt Obligations | 06/06/2024 | Deposit | 12,000,000.00 |
| 608919718 | Federated Hermes Govt Obligations | 06/07/2024 | Deposit | 12,000,000.00 |
| 608919718 | Federated Hermes Govt Obligations | 06/10/2024 | Deposit | 100,000,000.00 |
| 608919718 | Federated Hermes Govt Obligations | 06/18/2024 | Deposit | 30,000,000.00 |
| 608919718 | Federated Hermes Govt Obligations | 06/28/2024 | Interest Received | 3,022,134.95 |
| | Activity Total | | | 101,022,134.95 |
| 262006208 | Dreyfus Government Cash Management | 06/28/2024 | Interest Received | 53,953.38 |
| | Activity Total | | | 53,953.38 |
| 85749T517 | State Street Institutional U.S. Govt MMF | 06/03/2024 | Withdrawal | (150,000,000.00) |
| 85749T517 | State Street Institutional U.S. Govt MMF | 06/04/2024 | Deposit | 26,000,000.00 |
| 85749T517 | State Street Institutional U.S. Govt MMF | 06/05/2024 | Withdrawal | (25,000,000.00) |
| 85749T517 | State Street Institutional U.S. Govt MMF | 06/10/2024 | Deposit | 144,000,000.00 |
| 85749T517 | State Street Institutional U.S. Govt MMF | 06/11/2024 | Withdrawal | (20,000,000.00) |
| 85749T517 | State Street Institutional U.S. Govt MMF | 06/12/2024 | Withdrawal | (25,000,000.00) |
| 85749T517 | State Street Institutional U.S. Govt MMF | 06/13/2024 | Deposit | 49,000,000.00 |
| 85749T517 | State Street Institutional U.S. Govt MMF | 06/14/2024 | Deposit | 47,000,000.00 |
| 85749T517 | State Street Institutional U.S. Govt MMF | 06/17/2024 | Withdrawal | (100,000,000.00) |
| 85749T517 | State Street Institutional U.S. Govt MMF | 06/18/2024 | Deposit | 96,000,000.00 |
| 85749T517 | State Street Institutional U.S. Govt MMF | 06/20/2024 | Withdrawal | (76,000,000.00) |
| 85749T517 | State Street Institutional U.S. Govt MMF | 06/21/2024 | Deposit | 100,000,000.00 |
| 85749T517 | State Street Institutional U.S. Govt MMF | 06/24/2024 | Deposit | 53,000,000.00 |
| 85749T517 | State Street Institutional U.S. Govt MMF | 06/25/2024 | Withdrawal | (40,000,000.00) |
| 85749T517 | State Street Institutional U.S. Govt MMF | 06/26/2024 | Deposit | 20,000,000.00 |
| 85749T517 | State Street Institutional U.S. Govt MMF | 06/27/2024 | Deposit | 15,000,000.00 |
| 85749T517 | State Street Institutional U.S. Govt MMF | 06/28/2024 | Deposit | 95,000,000.00 |
| 85749T517 | State Street Institutional U.S. Govt MMF | 06/28/2024 | Interest Received | 1,431,414.57 |
| | Activity Total | | | 210,431,414.57 |
| 61747C319 | Morgan Stanley Institutional Liquidity | 06/28/2024 | Interest Received | 259,535.15 |
| | Activity Total | | | 259,535.15 |
| 0660P0999 | Bank of America TTX INV Deposit Acct | 06/18/2024 | Deposit | 100,000,000.00 |
| 0660P0999 | Bank of America TTX INV Deposit Acct | 06/28/2024 | Interest Received | 190,027.32 |
| | Activity Total | | | 100,190,027.32 |