



Agenda

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice

DATE: Tuesday, December 10, 2024, 10:00 a.m.

LOCATION: Legislative Chamber, Room 250, City Hall

Watch SF Cable Channel 26 or 99

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PUBLIC COMMENT CALL-IN: 1-415-655-0001; Access Code: 2662 558 0813 # # 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, and Walton

CLERK: Amy Saeyang

Remote Access to Information and 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. Approve the Minutes of the November 19, 2024 Meeting – **ACTION*** **5**
3. Community Advisory Committee Report - **INFORMATION*** **13**

Consent Agenda

4. **[Final Approval]** Allocate \$2,649,000 and Appropriate \$139,890 in Prop L Funds, with Conditions, for Two Requests – **ACTION*** **25**
 Projects: SFMTA: Bus Transit Signal Priority (\$2,649,000). SFCTA: Bayview Street Safety and Truck Relief Study (\$139,890).
5. **[Final Approval]** Adopt the District 1 Multimodal Transportation Plan Final Report – **ACTION*** **63**
6. **[Final Approval]** Approve a Two Year Professional Services Contract with HNTB Corporation in an Amount Not to Exceed \$1,103,000 for Technical Services for the San Francisco Freeway Network Management Study – **ACTION*** **69**

End of Consent Agenda

7. Allocate \$3,300,000 and Appropriate \$350,000 in Prop L Funds, with Conditions, Allocate \$672,000 in Prop AA Funds, and Allocate \$4,929,000 in Traffic Congestion Mitigation Tax (TNC Tax) Funds, with Conditions, for Six Requests – **ACTION*** **87**
 Projects: Prop L: PCJPB: Maintenance of Way Track Equipment SOGR - FY25 (\$2,600,000). SFMTA: District 11 Traffic Calming and Sideshow Deterrence [NTP] (\$700,000). SFCTA: Westside Network Study (\$250,000), AV Resource Portal (\$100,000). Prop AA: SFPW: Innes Avenue Sidewalk Improvements (\$672,000). TNC Tax: SFMTA: Vision Zero Quick-Build Implementation FY25 (\$4,929,000).
8. Authorize the Executive Director to Execute a Memorandum of Understanding with the Transbay Joint Powers Authority (TJPA), the Metropolitan Transportation Commission, the Peninsula Corridor Joint Powers Board, the California High-Speed Rail Authority, and the City and County of San Francisco to Support Implementation of The Portal Project, also known as the Downtown Rail Extension (DTX); Allocate \$9,000,000 in Prop L Funds, with Conditions, to the TJPA for The Portal Project Engineering Phase Activities; and Amend the Prop K Grants for the DTX Tunnel Engineering Options Study and DTX Project Development Activities Under Notice-to-Proceed #2B to Allow TJPA to Use the Combined Remaining Balance of \$921,395 for The Portal Project Engineering Phase Activities - **ACTION*** **161**
9. Award a Construction Contract to the Lowest Responsible and Responsive Bidder, Thompson Builders Corporation, in an Amount Not to Exceed \$8,965,637, with Conditions; Authorize an Additional Construction Allotment of \$896,564 for a Total Construction Allotment Not to Exceed \$9,862,201, with Conditions; and Authorize the Executive Director to Execute All Other Related Supporting and Supplemental Agreements for the Pier E-2 Parking Lot and Torpedo Building Retrofit Projects – **ACTION*** **215**
10. Accept the Audit Report for the Fiscal Year Ended June 30, 2024 - **ACTION*** **231**

- 11. Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Three Months Ending September 30, 2024 - INFORMATION* 241**

Other Items

- 12. Introduction of New Items – INFORMATION**

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

- 13. Public Comment**

- 14. Adjournment**

*Additional Materials

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

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

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

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MINUTES

San Francisco County Transportation Authority

Tuesday, November 19, 2024

1. Roll Call

Chair Mandelman called the meeting to order at 10:01 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 10), Peskin (entered during Item 2), and Safai (3)

2. Chair's Report - INFORMATION

Chair Mandelman acknowledged the recent elections and the changes they would bring to the City and highlighted the passage of Proposition B, the Community Health and Safety Bond, which included capital funds for street safety improvements. He expressed gratitude to voters for supporting these vital transportation enhancement initiatives.

Chair Mandelman expressed pride in sharing that the November election marked the 35th anniversary of the creation of the Transportation Authority. He noted that the agency was established in November 1989 with the passage of the first half-cent transportation sales tax measure, Proposition B. He stated that since its inception, voters reauthorized the transportation sales tax in both 2003 (Proposition K) and 2022 (Proposition L). Chair Mandelman highlighted the Transportation Authority's successful delivery of Propositions B and K over the past decades, and its ongoing implementation of the third measure, Proposition L.

Chair Mandelman emphasized the critical role of the local sales tax in leveraging federal and state funding for significant projects, including the Presidio Parkway, Central Subway, Van Ness BRT, Caltrain Electrification, and the Transbay Terminal. He noted that these funds also support a wide range of local projects, from Muni fleet and facility improvements to street resurfacing, traffic calming, and pedestrian and bicycle safety enhancements in neighborhoods throughout the city. Chair Mandelman highlighted that these investments not only advances access, equity, and climate goals but also creates and sustains thousands of jobs while supporting the city's economic recovery.

Chair Mandelman expressed gratitude to the Board and staff, the Community Advisory Committee, and the agency's state, regional, and local partners. He acknowledged the contributions of sponsors, including SFMTA, BART, Caltrain, and San Francisco Public Works, as well as Caltrans, the Metropolitan Transportation Commission, and civic and community groups throughout San Francisco and the Bay Area. He emphasized the importance of collaboration and noted that continued joint efforts would be essential—now more than ever—to successfully deliver the City's priorities.

Chair Mandelman highlighted the success of various partnerships, as evidenced by the



recent awards of significant federal and state grants to support ongoing project delivery. He shared several noteworthy examples to illustrate this progress. He congratulated the SFMTA for securing a \$130 million state Transit and Intercity Rail Capital Program grant for Muni's Train Control project. He also noted the Port of San Francisco and Bay Ferry's celebration of a \$55 million Environmental Protection Agency (EPA) Clean Ports grant, which will fund shoreside electrification, the Mission Bay Ferry landing, and other waterfront improvements. Chair Mandelman further acknowledged the \$25 million Federal Rail Administration grant awarded to the Transbay Joint Powers Authority, marking an exciting step forward for early work on the downtown rail extension for Caltrain and High-Speed Rail. He emphasized the importance of obligating these grant funds, particularly the federal allocations, to ensure their secure.

Chair Mandelman noted that this meeting marked Commissioner Stefani's final appearance as a member of the Transportation Authority Board before assuming her new role as Assemblymember Stefani. On behalf of his colleagues and staff, he presented Commissioner Stefani with a token of appreciation for her seven years of service on the Board, as well as her nearly decade-long tenure as a legislative aide.

There was no public comment.

3. Executive Director's Report - INFORMATION

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

Commissioner Stefani acknowledged Executive Director Tilly Chang and staff for the hard work put into the Lombard Crooked Street project. Commissioner Stefani acknowledged the collaborative effort with Assemblymember Phil Ting and expressed her excitement about joining the Assembly to continue working on this initiative. She conveyed her appreciation for the groundwork laid through the studies conducted by the Transportation Authority and emphasized the value of the work completed, particularly with the involvement of the local neighbors. She reiterated her commitment to ensuring that these efforts would come to fruition and that no one would feel the work had been in vain. Commissioner Stefani concluded by expressing her deep appreciation for the collaboration with Ms. Chang and the entire team at the Transportation Authority over the years.

There was no public comment.

4. Approve the Minutes of the October 22, 2024 Meeting - ACTION

There was no public comment.

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

The minutes were approved without objection by the following vote:

Ayes: Commissioners Dorsey, Engardio, Mandelman, Melgar, Peskin, Preston, Ronen, Stefani, and Walton (9)

Absent: Commissioners Chan and Safai (2)

5. Community Advisory Committee Report - INFORMATION

Kat Siegal, Community Advisory Committee (CAC) Chair, reported that the CAC had a packed October agenda which included a particularly lengthy discussion regarding the



allocation of \$3.35 million in Prop L Funds for the 13th Street Safety project. She stated that several members expressed concerns about the overall cost of the project, some confusion about the project area based on the maps and presentation, and others voiced their opinion that the area under the freeway was unpleasant and that they had advocated for rerouting cyclists to a different area. Chair Siegal noted her personal view, shared during the CAC meeting, that as someone who frequently bikes through this area, she was enthusiastic about the proposed changes. She emphasized that the area is a high pedestrian traffic zone on the high-injury network, serving as a critical connection between the dense South of Market area and Mission neighborhoods, making pedestrian safety improvements essential.

Chair Siegal stated that the motion to approve the Prop L allocation for the 13th Street Safety project failed with three votes in favor and five abstentions. Chair Siegal reported that the Prop AA request for the Yerba Buena Island transit lane, under the same agenda item, was voted on separately and passed unanimously. She continued by saying that all other action items on the CAC agenda were approved unanimously, including two professional services contracts for the Yerba Buena Island multi-use path, the Local Partnership Program fund exchange/and Housing Incentive Program resolution for the West Side Bridges project, the Prop L allocation for bus signal transit priority and the Bayview Street Safety Study, and the District 1 multimodal plan final report.

Chair Siegal said that a significant portion of public comment was focused on the District 1 study where District 1 residents expressed appreciation for the study but requested that the recommendations be expanded to include enhanced pedestrian safety on Fulton Street and bike and pedestrian safety improvements on Cabrillo Street. She said that CAC member Kim, representing District 1, emphasized the need for better transit services within the Richmond District, as well as improved connections to the Sunset District and the Peninsula.

Chair Siegal concluded by stating that the CAC had received a welcomed update on the Valencia Center bike lanes pilot project. She noted that the side-running Valencia bike lanes would be considered at the SFMTA Board meeting. She stated that during the CAC meeting, there was a mixed response to the new design, with both negative and positive feedback. For example, Chair Siegal said that concerns were raised regarding the adequacy of community outreach, and SFMTA staff had offered to connect with any specific groups or individuals who had not yet been reached.

There was no public comment.

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

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

Commissioner Dorsey stated that the project, once completed, would be something truly special. He explained that the location of the Multi-Use path's route would offer a



panoramic view of the Bay Area, making it both spectacular and a prime destination. He expressed his excitement for the project and his gratitude for everyone's work on it.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Dorsey, Engardio, Mandelman, Melgar, Peskin, Preston, Ronen, Stefani, and Walton (9)

Absent: Commissioners Chan and Safai (2)

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

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

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Dorsey, Engardio, Mandelman, Melgar, Peskin, Preston, Ronen, Stefani, and Walton (9)

Absent: Commissioners Chan and Safai (2)

- 8. [Final Approval on First Appearance] Allocate \$3,350,000 in Prop L Funds, with Conditions, and Appropriate \$750,000 in Prop AA Funds, with Conditions, for Two Requests - ACTION**

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

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

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Dorsey, Engardio, Mandelman, Melgar, Peskin, Preston, Ronen, Stefani, and Walton (9)

Absent: Commissioners Chan and Safai (2)



9. Allocate \$2,649,000 and Appropriate \$139,890 in Prop L Funds, with Conditions, for Two Requests - ACTION

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

Anna LaForte, Deputy Director for Policy and Programming, and Alex Pan, Transportation Planner, presented the item per the staff memorandum.

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Dorsey, Engardio, Mandelman, Melgar, Peskin, Preston, Ronen, Stefani, and Walton (9)

Absent: Commissioners Chan and Safai (2)

10. Adopt the District 1 Multimodal Transportation Plan Final Report - ACTION

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

Commissioner Chan thanked the Transportation Authority for their work and patience throughout the study. She acknowledged the extensive community outreach done for this project to meet the specific demands for the Richmond. She stated the study helped residents imagine what was needed going forward and how to accommodate growth through innovative solutions like mobility hubs which address short-and-long term needs. She emphasized that the study set a high bar for what was to come and how the City could implement transportation improvements in the Richmond to enhance pedestrian and bicyclist safety while improving transit accessibility for various trip lengths. She noted that transportation was not her area of expertise but the study had helped her better understand the needs of the Richmond and she looked forward to implementing the recommendations.

Commissioner Chan moved to approve the item, seconded by Vice Chair Melgar.

The item was approved without objection by the following vote:

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

Absent: Commissioner Safai (1)

11. San Francisco Freeway Management Study Contract Award - ACTION

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

There was no public comment.

Vice Chair Melgar moved to approve the item, seconded by Commissioner Peskin.

The item was approved without objection by the following vote:

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

Absent: Commissioner Safai (1)



12. Autonomous Vehicles Update - INFORMATION

Jean Paul Velez, Principal Transportation Planner, Technology Policy, and SFMTA's Julia Friedlander, Senior Manager Automated Driving Policy, presented the item per the staff memorandum.

Commissioner Walton commented that it was important for the Board to hear directly from the Fire Department and asked why a Fire Department representative had not been present.

Ms. Friedlander replied that Deputy Chief Luttrupp was unable to attend because he had been out of town.

Commissioner Walton commented that he was concerned that autonomous vehicles were not adequately serving the disabled community.

Commissioner Peskin asked how ongoing staff efforts were funded.

Director Chang stated that staff would present a Prop L request for an AV resources dashboard and said that staff time was funded out of planning and policy budgets.

Ms. Friedlander replied that SFMTA had used general fund resources and noted concerns about agency resources and the need to prioritize funding.

Commissioner Peskin asked whether there were any state-level resources that could come from regulatory fees to fund AV policy work.

Ms. Friedlander replied that San Francisco agencies did not have access to regulatory fees, because they were not regulators, but that SFMTA planned to pursue legislative advocacy that could result in funds directed to local agencies.

Commissioner Peskin commented that the state government may be unsupportive of adopting new legislative requirements for AVs and asked what was realistic to achieve through the legislature.

Mr. Velez replied that the Transportation Authority has worked with the Legislative Analyst's Office and had raised issues related to funding and enforcement of traffic laws for AVs. He said that there has been some interest in these issues and he added that Senator Cortese had indicated that he planned to reintroduce his a revised version of Senate Bill (SB) 915 in the next cycle.

Commissioner Preston commented that it was important to consider safety issues and potential negative impacts of the AV industry on transit and congestion. He said that there were 15 years of research on Uber and Lyft that showed they drew people primarily off of public transit, and AVs could lead to the continued deterioration of public transit. He asked whether there were any limits on vehicle sizes for AVs.

Ms. Friedlander replied that there were no state-level limits on vehicle size and added that State regulators had goals to reduce vehicle miles traveled (VMT) and increase occupancy. [Staff clarification: Current regulations only permit AV operations of vehicles under 10,000 lb., although preliminary draft regulations indicate a desire to lift that cap for certain uses.]

Mr. Velez replied that an upcoming funding request would enable the Transportation Authority to advance a program to better understand the impact of AVs on public transit.



Commissioner Preston asked whether there was any ability to create local fees, and whether the state was considering using funds for “just transition” due to labor impacts of AVs.

Mr. Velez replied that he was unaware of any such funding.

Director Chang added that AV companies paid the Prop D TNC tax which funded Transportation Authority and SFMTA activities. She reported that there had been some bills that had not passed that would have regulated AVs over 10,000 lbs. [Staff note: Assembly Bill 2286 (Aguiar-Curry), which was vetoed by Governor Newsom, would have required the physical presence of a human safety operator for the operation of AVs with a gross vehicle weight of 10,001 pounds or more]. Director Chang continued by stating that the Transportation Authority relied on companies to share data in order to understand the impacts of their incentives and collected their own data.

During public comment, Marco Serrani stated that he was a San Francisco resident with a paralyzing spinal cord injury and lived in a neighborhood with sparse public transit. He mentioned that Waymo provided an opportunity to get to medical appointments and stated that his daughters felt safe using Waymo and did not need to worry about the driver. He also noted that his friends visiting from out of town were impressed by Waymo.

Michelle Cusano stated that they were the Executive Director of the Richmond Neighborhood Center, and that Waymo increased accessibility to the services they provided. They said that staff used Waymo and felt safe and they said that Waymo listened and responded to the community.

During public comment, Barry Toronto stated that there should be compensation to taxi medallion holders. He stated that AVs were not taking cars off the road and that the City should work with Senator Cortese to revive his bill, opining that there should be a way to get compensation for AVs operating on public roads and taking people off of public transit.

Lana Nieves, Executive Director of the Independent Living Center, mentioned that Waymo had provided service to people with service animals who had not been served by taxis and TNCs. They added that they did not yet have a wheelchair accessible vehicle but did offer other services for wheelchair users, which they believed should be a standard for all AV companies. They continued by saying that Waymo served parts of the city that Uber and Lyft did not and that many people lived in parts of the city where public transit did not meet their needs.

Chair Mandelman thanked staff for their work and commented that his impression was that local policymakers believed in the potential of AVs to improve road safety and improve mobility, but shared fair concerns that there could be negative impacts in the absence of robust regulation. He thanked Commissioner Peskin for his leadership on these issues.

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 11:51 a.m.



MINUTES

Community Advisory Committee

Tuesday, November 20, 2024

1. Committee Meeting Call to Order

Chair Siegal called the meeting to order at 6:05 p.m.

Present at Roll Call: Members Sara Barz, Sean Kim, Venecia Margarita, Austin Milford-Rosales, Rachael Ortega, and Kat Siegal (6)

Absent at Roll Call: Member(s) Najuwanda Daniels (entered during 7), Phoebe Ford, Sharon Ng (entered during 4) (3)

2. Chair's Report – INFORMATION

Chair Siegal began by sharing a piece of good news regarding Caltrain ridership. She said that ridership had significantly increased since the commencement of fully electrified service on September 21 with October ridership of 753,000 showing a 54% year-over-year increase, marking the highest ridership level since the onset of the pandemic.

Chair Siegal provided an update about a potential regional measure to address the fiscal challenges facing BART, Muni, Caltrain, AC Transit, and other transit agencies. She shared that the Metropolitan Transportation Commission (MTC) had scheduled a special meeting on this topic for December 9 at 2 p.m. During this meeting, the MTC was expected to consider taking action on language to guide authorizing legislation for a regional transportation measure, with the goal of introducing it early in the legislative session. Chair Siegal stated that she had directed staff to present an informational item on the regional measure to the CAC in January.

Chair Siegal provided an update on outreach opportunities for two Transportation Authority funded Neighborhood Transportation Program studies. She reported that the Walter U. Lum Place Public Space Study, initiated at the request of Commissioner Peskin, was in progress and had entered its second round of outreach in November. The study aimed to propose improvements to Walter U. Lum Place, creating a cohesive connection between the alleyway, the Portsmouth Square renovations, and other locations in Chinatown. Chair Siegal continued by stating that the Chinatown Community Development Center, serving as the outreach partner, had conducted engagement events with community groups and local merchants throughout November focusing on design concepts for the project. She said that an online survey had been launched to collect community feedback.

Chair Siegal reported that the Inner Sunset Transportation Study, requested by Vice Chair Melgar, began its outreach efforts this month. The project team hosted an open house community meeting where participants reviewed the results of the team's initial analysis and provided feedback on transportation barriers and issues related to traveling to, from, and around the Inner Sunset commercial core. Chair Siegal encouraged residents,



employees, and visitors of the Inner Sunset to learn more about the study and participate in an online survey and scavenger hunt.

There was no public comment.

3. Nominations for 2025 Community Advisory Committee Chair and Vice Chair – ACTION

Chair Siegal called for nominations for Chair for calendar year 2025.

Member Milford-Rosales nominated Chair Siegal who accepted the nomination.

There were no further nominations for Chair.

Chair Siegal called for nominations for Vice Chair.

Chair Siegal nominated Vice Chair Daniels who was not present to accept; however; Vice Chair Daniels subsequently joined the meeting and accepted the nomination during Item 11.

There were no further nominations for Vice Chair.

There was no public comment.

Consent Agenda

4. Approve the Minutes of the October 23, 2024 Meeting – ACTION

5. Approve the 2025 Community Advisory Committee Meeting Schedule – ACTION

6. Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Three Months Ending September 30, 2024 – INFORMATION

There was no public comment.

Member Barz moved to approve the minutes, seconded by Member Ortega.

The minutes were approved without objection by the following vote:

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

Absent: Members Daniels and Ford (2)

End of Consent Agenda

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

Projects: Prop L: PCJPB: Maintenance of Way Track Equipment SOGR - FY25 (\$2,600,00). SFMTA: District 11 Traffic Calming and Sideshow Deterrence [NTP] (\$700,000). SFCTA: Westside Network Study (\$250,000), AV Resource Portal (\$100,000). Prop AA: SFPW: Innes Avenue Sidewalk Improvements (\$672,000). TNC Tax: SFMTA: Vision Zero Quick-Build Implementation FY25 (\$4,929,000).



Mike Pickford, Principal Transportation Planner; David Long, Senior Transportation Planner; and Anna LaForte, Deputy Director for Policy and Programming, presented the item per the staff memorandum.

During public comment, Mr. Edward Mason expressed concern about taxpayers having to foot the bill for the Autonomous Vehicle (AV) Resource Portal rather than the private AV companies. Mr. Mason also expressed concerns about sideshows in San Francisco and stated he would like to see future legislation to penalize sideshow drivers by requiring them to pay for street safety improvements.

Member Ortega asked if staff had contacted other cities with AVs to learn about their data collection practices. She asked why the Transportation Authority did not partner with cities to create a more expansive website that incorporates data from multiple cities.

Jean Paul Velez, Principal Transportation Planner, Technology Policy responded that conversations with other cities that have AV testing was ongoing. He noted that San Francisco was far ahead of most peer cities in terms of AV deployment on streets. He said that the City of Austin had a similar website, and San Francisco had an immediate need to collect and share city-specific information to assist with ongoing regulatory conversations. He commented that this would not prevent the creation of a larger website in the future with more information.

Member Ortega requested clarification regarding the cost of the project and the reasoning behind the reprogramming of funds from the AV Safety Standards and Metrics Project.

Mr. Velez, responded that there was an immediate need for the tool and data dashboard and that he anticipated that the aforementioned AV Safety project would continue with other sources of funding.

Member Barz expressed her support for the AV Resource Portal and echoed interest in expanding it to work cooperatively with other cities. She also expressed concern over the cost of the project.

Mr. Velez, responded that the \$100,000 was not solely allocated for creation of the website but also covered the research, data collection, data processing and quality control, which would require staff hours to produce. He explained that beyond the data dashboard element, the portal would also include tools for reviewing AV regulations, legislation, and research, which would be labor intensive tasks.

Member Barz asked if there was evidence that the sideshow deterrence speed bumps worked.

Damon Curtis, Traffic Calming Program Manager from the San Francisco Municipal Transportation Agency (SFMTA), responded that at locations where deterrents had been installed, they had not seen repeat sideshow activity. However, he acknowledged that the SFMTA could not be sure if the activity was just moving elsewhere.

Member Barz asked about the history of the Westside Network Study and why it was focused on mid-term investments.



Mr. Long responded that long-term that SFTP+ is San Francisco's long-term transportation plan and the vehicle to develop a long-range transportation vision and pipeline of projects. He said that our city and especially the west side does not have a great vehicle to develop projects for the mid-term, or approximately 10-15 years. This study is meant to help fill that pipeline.

Member Margarita asked about the possibility of exploring traffic calming and sideshow deterrence in districts other than District 11, as other districts have issues with street safety as well.

Mr. Pickford, responded that this project was funded through the \$700,000 Neighborhood Transportation Program that each district was allotted, which was why it was only focused on District 11.

Mr. Curtis responded that sideshows were a regional problem that could not be solved through street calming in just one district or one city and would require legislative action and cultural education.

Member Margarita asked how other districts could work on addressing sideshows when they occur in their neighborhoods.

Mr. Curtis responded that concerned neighbors should contact the SF Police Department (SFPD) to report sideshow activity. He said that SFMTA worked with SFPD to identify locations for traffic calming.

Member Margarita asked how many speed humps could be installed for \$700,000.

Mr. Pickford, stated that the project would complete traffic-calming at 10 intersections with four speed humps per intersection

Member Kim asked about the Westside Network Study and its coordination with the District 1 Multimodal Transportation Study.

Mr. Long said the two studies would be coordinated.

Member Kim asked for post-COVID travel data to be included in the Westside Network Study.

Mr. Long responded that the project team was vetting data sources to use with an emphasis on using post-COVID travel data.

Rachel Hiatt, Deputy Director of Planning, added that the plan was to use post-COVID data from the recently completed regional household travel diary survey funded in part by the Transportation Authority, pending quality assurance checks. She stated that staff would report back to the CAC on this project.

Member Milford-Rosales asked about the quick-build project on Cesar Chavez Street and the Hairball between Pennsylvania and Illinois and if there were future plans to extend it more.

Jen Wong, Transportation Planner at SFMTA, replied that there was an ongoing project called the Hairball project which would make additional improvements to wayfinding and safety improvements. She said more information could be found on SFMTA.com.



Member Milford-Rosales stated that Governor Newsom vetoed a bill that would require data reporting from AV companies and asked about the data sources for the AV Resource Portal.

Mr. Velez, responded that government agencies had already recorded some data. For example, he said that the California Public Utilities Commission and Department of Motor Vehicles reported publicly available data and said that the dashboard would collect and visualize this data.

Member Milford-Rosales expressed concerns over AV companies misreporting their data. He asked about other sources of available data such as social media accounts.

Mr. Velez, stated that part of the process for this project would be providing Quality Assurance/Quality Control of available data and they would use formally reported data from government agencies to begin with, but there would be flexibility to expand to additional sources in the future.

Chair Siegal stated that the Westside was supportive of transit investments as election results showed, and asked if there was a near-term opportunity to make transit access more robust to rebalance service planning.

Mr. Long, responded that the Westside Network Study was focusing on mid-term solutions such as capital projects and transportation demand management (TDM) improvements, but less so on near-term projects like service planning.

Chair Siegal requested an update from SFMTA on near-term transit service planning for the westside.

Member Margarita moved to approve Item 7, seconded by Member Barz.

The item was approved without objection by the following vote:

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

Absent: Member Ford (1)

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

Jesse Koehler, Rail Program Manager, presented the item per the staff memorandum.



Member Ortega asked for clarification on the funding authorization for the California Cap-and-Trade program, which is planned to provide a large amount of future funding for The Portal.

Mr. Koehler clarified that early discussions regarding the reauthorization of Cap-and-Trade had begun in Sacramento. He noted that the program did not expire until 2030, but the State had already made commitments for much of that future revenue. Mr. Koehler added that it was important that the discussion regarding reauthorization be advanced by both the administration and the legislature during the coming year. He indicated that The Portal project team was cautiously optimistic that the funding could be secured in within the next 2 to 3 years.

Member Ortega asked about the federal [Capital Investment Program] funding that had been promised and whether that funding was secured or if there was a possibility of it falling through.

Mr. Koehler responded that while staff could not know for sure, the project had successfully advanced in the federal process and the Federal Transit Administration (FTA) would be looking for continued progress. He noted that the full funding grant agreement with the FTA for the Caltrain Electrification project had been signed by the first Trump administration in 2017 and that the best course of action for The Portal was to continue to meet FTA's requirements to build on the current momentum of the project.

There was no public comment.

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

The item was approved without objection by the following vote:

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

Absent: Member: Ford (1)

9. Better Market Street Update – INFORMATION

Item 10 was presented before Item 9.

Flora Law, San Francisco Public Works (SFPW) Project Manager, presented the item per the staff memorandum.

During public comment, Edward Mason reflected on the evolution of the Market Street project, recalling its origins approximately 15 years ago when the Director of Public Works proposed repaving Market Street from Octavia to the Ferry Building at an estimated cost of \$115 million. He said over time, the scope expanded to include improvements to Market Street, with bicycles initially on Market Street, then redirected to Mission Street before being reintroduced to Market Street, escalating the project's cost to \$700 million. He expressed satisfaction with the decision to use pavers, noting concerns about the challenges faced during the original Market Street construction. He inquired about the current cost of the project and its future scope, specifically whether it would extend to The Embarcadero. Mr. Mason acknowledged the phased approach, highlighting the improvements from 7th Street and the enhanced crosswalk near Hyde and the library. He



commended the visible progress, describing it as money well spent, but emphasized the need to address lessons learned from past challenges. He concluded by expressing anticipation for the project's future developments.

Member Margarita inquired about the project's redesign, specifically its goal to align with available funding while minimizing construction impacts on local businesses. She noted the significant impact on small businesses, referencing closures on Market Street, and asked if there was any further information to share regarding this issue.

Ms. Law replied that her team collaborated with the Office of Economic and Workforce Development to regularly visit the corridor and check in with businesses. While some businesses opened during this period, she reported that others unfortunately closed. She stated that businesses were invited to join a committee focused on creating mitigation strategies and promoting the corridor through marketing efforts. She continued by saying that flyers and promotional materials were distributed, and businesses were encouraged to display them. Ms. Law then highlighted ongoing challenges in the complex corridor, including issues like broken glass. She noted that a fund provided support for repairs and cleaning, particularly when debris or damage occurred due to construction.

10. Autonomous Vehicles Update – INFORMATION

Jean Paul Velez, Principal Transportation Planner, Technology Policy, presented the item.

During public comment, Edward Mason stated that AVs had considerable energy consumption impacts, citing the use of diesel generators to recharge the vehicles, and called out concerns regarding the recycling of AV batteries. Mr. Mason also remarked that there were no regulatory fees to support the costs of SFMTA and Transportation Authority staff working on AV issues, asserting that the public bore such costs instead.

Member Ortega first shared a disclaimer that her partner and friend worked at Zoox. She noted that the graphs presented should clearly indicate the moment when Waymo became fully available to the public. She indicated that AVs improved north-south connectivity issues she personally experienced.

Member Kim stated he would be interested in knowing how the volume of AV travel compared to that of transportation network companies (TNCs or ride-hail) and taxis in San Francisco.

Mr. Velez responded that data was not readily available, but he had heard at a recent conference that California Public Utility Commission (CPUC) officials had stated that AVs amounted to 5% of the total VMT accrued by TNCs in San Francisco. Mr. Velez indicated that staff would research the issue further and follow up with Member Kim.

Member Margarita stated AVs represented jobs being lost by taxi and TNC drivers, and additional job losses could be on the horizon if the DMV adopted proposed regulations for freight transportation.

Member Ortega replied that AV freight was already operating successfully in California.



Mr. Velez clarified that AV freight services operate in other states, but were not currently permitted in California. He continued by noting that the DMV's proposed regulations were intended to legalize AV freight operations in California.

Member Milfred-Rosales expressed concern about conflicts between AVs and cyclists, citing the location of Waymo yards as problematic. He further mentioned his concerns regarding remote drivers not having proper licenses or not being located in California. He also requested clarification on whether AVs could be cited for moving violations, such as speeding.

Mr. Velez confirmed that there were no mechanisms for enforcing moving violations on AVs and shared that the DMV's proposed regulations, if implemented, would create new requirements for remote drivers.

Member Barz stated that she wished there had been such scrutiny applied to the innovation of the automobile at the beginning of the 20th century, saying we would be in a very different place societally if the same level of rigor that was being applied to this technology had been applied to that one. She then summarized the gist of the presentation, stating that there were a lot of levers to regulate AVs, but many of these had been effectively taken out of San Francisco's hands by the state and that the City had tried to challenge some of them through litigation, but had not been successful. She stated that San Francisco was trying to advance an incremental, performance-based approach to AV deployment by letting it happen but also trying to make it incremental and review the data as much as possible.

Mr. Velez replied that the presentation was an overview, so he was not sure if he would say that was the core message, but it was an overview of the range of activities and developments in the AV space. Specific to this notion of incremental performance basis, he explained that the story to some degree began with last year's process where both Cruise and Waymo were applying for full, unlimited, 24-hour, 7-day-a-week driverless operations in San Francisco, and they were seeing all sorts of incidents that raised concern. At that point, they had not operated in the whole city and Cruise had only operated in a very narrow portion of the city on the west side, and only at night. Mr. Velez commented that at the time, the thought that to jump to the whole city 24 hours, 7 days, seemed like a huge jump. He added that Waymo did not have a full commercial deployment permit, and it was jumping straight to the whole city. He stated that for the Transportation Authority, it seemed that what made more sense was to create a more gradual approach to deployment throughout the city and in tracking performance before opening those gates to operate in more complex areas of the city. He stated that was staff's advice to the CPUC and that advice was not taken. He stated the guidance from the Board was to actually explore fleshing out what an incremental performance-based approach would look like so that the Transportation Authority could engage and advise regulators on that vision. He added that this was the kind of research process the team had pursued this year, in parallel with all of the legislative engagement and connectivity described earlier.

Member Barz asked if Mr. Velez knew what happened to the batteries and whether there were any regulations on AV batteries.



Mr. Velez replied he did not know and did not think there were any regulations on the batteries.

Chair Siegal inquired whether there was, in fact, no positive regulatory outlook on the issue of citing AVs for moving violations.

Mr. Velez clarified that the original version of Assembly Bill 1777 included provisions for the enforcement of traffic codes on AVs. However, he said this language underwent changes during the legislative process and ultimately, the bill adopted a provision called the "Notice of Noncompliance," which allows a peace officer or traffic officer to issue a notice to an AV. Mr. Velez explained that the notice serves primarily as a monitoring tool to indicate that a violation has occurred; however, there were no enforcement measures or liability consequences attached to it. He noted that the law requires the DMV to develop regulations to further define this concept. He stated that the DMV's future regulatory drafts would provide more clarity on the matter and suggested that new bills might emerge to address any remaining gaps in the law.

Chair Siegal raised the question of whether the issue was the absence of a person to cite, noting that the vehicle code appeared to be directed at people rather than vehicles. She asked what the legal gap might be in this context.

Mr. Velez replied that a ticket could be likened to a form of arrest, as it was directly associated with a person. He mentioned that the structure of the system was designed with this concept in mind, though he was unsure if this was the root of the issue. He acknowledged some concerns but stated that he would follow up with more detailed information on the specific complaints and clarify any outstanding issues.

Chair Siegal acknowledged that any follow-up information would be helpful, noting that it was somewhat mind-boggling that the company in question could not be cited for vehicle code violations. She then raised another point, seeking clarification on the requirements for traditional TNCs (ride-hail like Lyft and Uber) stating that her understanding was that these companies were obligated to charge a fee for accessibility and that the revenue from this fee was intended to improve their accessible ride offerings. Additionally, she said she understood that TNCs were required to report requests for wheelchair-accessible vehicles, and whether or not these requests were fulfilled, to the CPUC. Chair Siegal also referenced a public comment submitted by Waymo, in which they mentioned partnering with another entity that provides wheelchair-accessible vehicles through their app. She questioned whether Waymo and its partners were subject to the same regulations as traditional TNCs.

Mr. Velez stated not on that front. He opined that it was more of a proactive matter on Waymo's behalf.

Chair Siegal asked if there was a way to determine whether people were using the service or how frequently it was being accessed. She also inquired whether the service's availability could be confirmed when individuals made requests.

Mr. Velez replied that the service available was not an AV, but rather a human-driven wheelchair accessible vehicle service.



Other Items

11. Introduction of New Items – INFORMATION

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

Member Ortega requested an update on the recent article published by the *SF Chronicle* regarding the enforcement of daylighting regulations. She said the article stated that curb parking within 20 feet of an intersection would soon be ticketed. However, she expressed concern that SFMTA had clarified that they would not be marking most intersections with red paint due to resource limitations. Member Ortega expressed concern about the impact of this enforcement, especially for tourists who may not be familiar with local parking rules. She emphasized the potential for increased complaints and negative perceptions of the city, particularly as San Francisco relies on tourism revenue. Member Ortega suggested that instead of marking the entire curb, SFMTA could consider marking just a small section to indicate where parking was prohibited. She expressed a desire for more creative solutions to ensure enforcement does not lead to unnecessary complications.

Member Milford-Rosales provided a follow-up on his previous request from the last CAC meeting. He inquired about the plans for trolley buses in the city and reported that he was informed that the 14 bus line would be converted to a diesel hybrid rather than remaining a trolley bus line. He expressed concern about this decision, as the 14 line serves dense neighborhoods, and the shift to diesel would increase air pollution. Additionally, he said the 14 was a key line for commuters, and having it operate with reliable electric buses was vital for those who depend on it for work and school. Member Milford-Rosales requested further updates or email follow-ups, as he observed no consideration of alternatives during a recent SFMTA meeting. He was particularly concerned that the reasoning behind the decision was based on the eventual transition to battery buses, but with uncertain funding for future battery bus research under the new administration. He emphasized the need for clarity on the logic and reasoning behind the shift away from a reliable, environmentally friendly option.

Member Margarita followed up on Member Ortega's comment. She noted that the reduction of 14,000 parking spaces in the city was significant. This change would primarily impact low-income and no-income communities, many of whom may not be aware of the new law, especially if there were no clear markings on the streets. She expressed concern that the law, implemented earlier that week, had not been adequately advertised, leaving many people uninformed. Member Margarita acknowledged that the law was a state mandate but emphasized the need for better communication in San Francisco.

Chair Siegal requested further clarification regarding the future of the trolley bus fleet. She noted that there had been mixed signals from the agency about whether the technology was being phased out or not. In light of this, she suggested that SFMTA be invited to present on the matter and provide direct answers.

During public comment, Edward Mason stated his understanding regarding recent developments with Muni's transit plans. He noted that Muni issued a bulletin indicating the 49 Van Ness line would transition to a rapid bus, extending along Van Ness Avenue to



City College and operating as a rapid route on Mission Street. He interpreted this as a signal that the 47 line would likely revert to hybrid diesel, as having a rapid electric bus operating alongside a local electric bus would be impractical. He cited the example of the dual-operation setup on the 5 line to support this interpretation. Mr. Mason acknowledged potential confusion regarding bus line operations but emphasized that, based on his interpretation, this transition seemed to align with Muni's intentions. He mentioned that during meetings, Muni confirmed its commitment to retaining overhead trolley lines while integrating battery-electric buses. However, Mr. Mason expressed concerns about relying entirely on battery-electric buses. He highlighted that other Bay Area transit agencies were diversifying their fleets with a mix of hydrogen and battery-electric vehicles due to uncertainties about the viability and reliability of battery-electric buses. He also raised logistical concerns about the capacity to charge a large fleet of battery-electric buses and the potential strain on the electrical grid, particularly during peak hours.

12. Public Comment

During public comment, Edward Mason recommended that the committee advise the Board to revive the congestion management plan [Downtown Congestion Pricing Study], specifically targeting congestion pricing in the northeastern quadrant of San Francisco. He cited New York City's implementation of a similar plan, which reduced tolls from \$14 to \$9, as an example of its potential success. Mr. Mason emphasized that funding was a critical issue, referencing a Muni meeting held at City Hall earlier that afternoon, where financial shortages were discussed. He suggested that resurrecting the Downtown Congestion Pricing Study, available online, could serve as a significant revenue source, particularly if adjusted to prioritize funding for Muni. Without such measures, he warned that residents might increasingly rely on alternative transportation services like Waymo. He strongly encouraged the committee to make a motion urging the board to act on this proposal.

13. Adjournment

The meeting was adjourned at 8:47 p.m.

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Memorandum

AGENDA ITEM 4

DATE: October 24, 2024

TO: Transportation Authority Board

FROM: Anna LaForte - Deputy Director for Policy and Programming

SUBJECT: 11/19/2024 Board Meeting: Allocate \$2,649,000 and Appropriate \$139,890 in Prop L Funds, with Conditions, for Two Requests

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Allocate \$2,649,000 in Prop L funds to the San Francisco Municipal Transportation Agency for:</p> <ol style="list-style-type: none"> Bus Transit Signal Priority (\$2,649,000) <p>Appropriate \$139,890 in Prop L funds, with conditions, for:</p> <ol style="list-style-type: none"> Bayview Street Safety and Truck Relief Study (\$139,890) <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 checked="" type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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DISCUSSION

Attachment 1 summarizes the subject requests, including information on proposed leveraging (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 \$2,649,000 and appropriate \$139,890 in Prop L funds. The allocation and appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

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

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 October 23, 2024, meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Summary of Requests
- Attachment 2 - Project Descriptions
- Attachment 3 - Staff Recommendations
- Attachment 4 - Prop L Allocation Summaries - FY 2024/25
- Attachment 5 - Allocation Request Forms (2)
- Attachment 6 - Resolution

Attachment 1: Summary of Requests Received

Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop L Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop L	1, 17	SFMTA	Bus Transit Signal Priority	\$ 2,649,000	\$ 3,149,000	Muni Reliability and Efficiency Improvements: 90%, Traffic Signs and Signals Maintenance: 29%	16%	Construction	Citywide
Prop L	26	SFCTA	Bayview Street Safety and Truck Relief Study	\$ 139,890	\$ 665,000	78%	79%	Planning/ Conceptual Engineering	10
TOTAL				\$ 2,788,890	\$ 3,814,000				

Footnotes

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

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Requested	Project Description
1, 17	SFMTA	Bus Transit Signal Priority	\$ 2,649,000	Requested funds will be used to upgrade bus transit signal priority (TSP) equipment that is reaching the end of its useful life with newer wireless radios, network switches, and fiber optic with higher bandwidth that can support new cloud-based technologies. SFMTA will also use Prop L funds to field test off-the-shelf central management software and determine compatibility with existing TSP and traffic signal systems in preparation for future transition to a cloud-based TSP system, and install new closed-circuit cameras at strategic locations and upgraded components for variable message signs. See attached allocation request form for potential locations. SFMTA expects that the project will be open for use by June 2027.
26	SFCTA	Bayview Street Safety and Truck Relief Study	\$ 139,890	This study will identify recommended improvements to reduce conflicts between trucks and transit, pedestrian, bike, and vehicle traffic in the Bayview neighborhood. Recommendations will include safety improvements to reduce conflicts with large vehicles and policies and programs to reduce the use of large delivery vehicles by building on efforts to decarbonize deliveries and promote electric vehicle adoption for deliveries. The scope of work includes public and stakeholder engagement, and establishing a Technical Advisory Committee which will include representatives from the goods movement industry. SFCTA expects to present the final report to the Board for approval by June 2027.
TOTAL			\$2,788,890	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Recommended	Recommendations
1, 17	SFMTA	Bus Transit Signal Priority	\$ 2,649,000	
Prop L	SFCTA	Bayview Street Safety and Truck Relief Study	\$ 139,890	Special Conditions: The recommended allocation is contingent upon amendment of the Equity Priority Transportation Program 5YPP. See attached 5YPP amendment for details.
TOTAL			\$ 2,788,890	

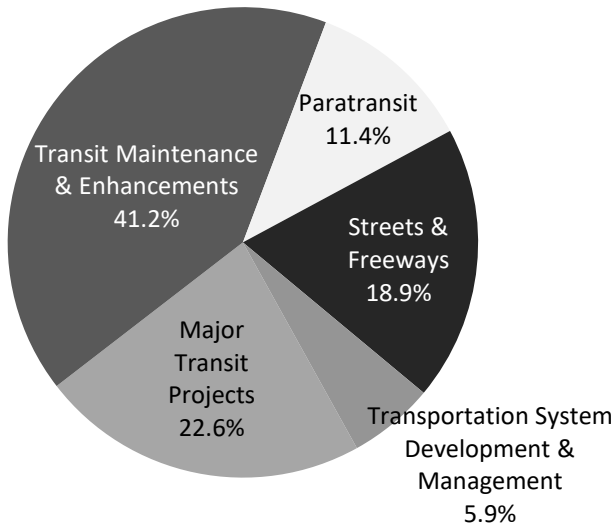
¹ See Attachment 1 for footnotes.

Attachment 4.
Prop L Summary - FY2024/25

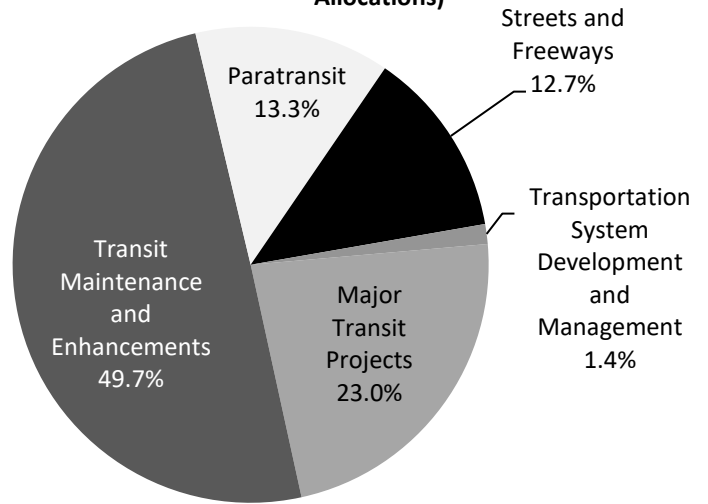
PROP L SALES TAX						
FY 2024/25	Total	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29
Prior Allocations	\$ 75,623,782	\$ 16,800,072	\$ 36,514,392	\$ 18,504,318	\$ 3,805,000	\$ -
Current Request(s)	\$ 2,788,890	\$ 1,000,000	\$ 1,788,890	\$ -	\$ -	\$ -
New Total Allocations	\$ 78,412,672	\$ 17,800,072	\$ 38,303,282	\$ 18,504,318	\$ 3,805,000	\$ -

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.

Prop L Expenditure Plan



Prop L Investments To Date (Including Pending Allocations)



San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Bus Transit Signal Priority
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Muni Reliability and Efficiency Improvements, Traffic Signs and Signals Maintenance
Current PROP L Request:	\$2,649,000
Supervisory District	Citywide

REQUEST

Brief Project Description

Upgrade bus transit signal priority (TSP) equipment that is reaching the end of its useful life with newer wireless radios, network switches, and fiber optic with higher bandwidth that can support new cloud-based technologies. Funds will also be used to upgrade traffic signal controller communications protocol in preparation for future testing of different cloud-based TSP systems, and to field test off-the-shelf central management software and determine compatibility with existing TSP and traffic signal systems. Scope also includes new closed-circuit cameras at strategic locations and upgraded components for variable message signs.

Detailed Scope, Project Benefits and Community Outreach

The SFMTA's SFgo program manages the City's intelligent transportation system and is responsible for 1) transit signal priority (TSP) for Muni, and emergency vehicle preemption for San Francisco's Fire Department; 2) Variable Message Signs used to disseminate information to the public, including roadway incident alerts, roadway disruptions due to construction or planned special events, and public service announcements; 3) Closed-circuit (CCTV) cameras installed at locations strategically selected to more efficiently monitor traffic and field conditions, and to support various SFMTA's daily operations, as well as emergency operations, planned and unplanned street events, and monitoring construction site activities; and 4) the traffic signal communication network which allows for remote two-way communication, and monitoring and operations of TSP, Variable Message Signs, and CCTV equipment, as well as remote monitoring of other traffic signal devices managed by SFMTA's Traffic Signal Shop.

TSP installations started citywide in 2012 with a goal of fully equipping every transit vehicle and every signalized intersection on a Muni bus route with TSP, approximately 600 intersections in all. To date SFMTA has equipped about 500 intersections with GPS-based TSP, including all the Muni Rapid route corridors. Also, 622 intersections are equipped with emergency vehicle preemption, 740 intersections are connected to the communication network (out of 1300 total signalized intersections), 197 intersections are equipped with CCTV cameras, and 26 variable message signs are located at strategic locations to broadcast information to the public.

The 2021 Value of TSP Report identified enabling or adding TSP to more intersections as an opportunity for SFMTA to further improve travel times across intersections. The report found that TSP provides improved travel times and reduced stop rates through 70% of the intersections with an average time savings of 3% for the segments observed. The report also identified other opportunities for improvement, such further evaluating timing setting at TSP enabled intersections to take advantage of the green extension. SFMTA staff has optimized intersections and updated our TSP guidelines in response to this recommendation and will continue to review and look for opportunities to provide the maximum green time possible for transit. Expansion of our current TSP system would then address the first recommendation included in the report, which is to install TSP at more intersections to improve travel time across intersections.

While SFMTA is planning the expansion of our TSP system, we are also working on transitioning our current GPS-based TSP system to new TSP technology. The transition is urgently needed because our current GPS-based TSP system will no longer be supported by the industry, including our current TSP vendor. A full cloud-based TSP system requires no equipment on transit buses or at the intersections, it draws real-time bus information from the on-board Automatic Vehicle Locations (AVL) system every one to two seconds. In comparison, GPS-based TSP systems, draw second-to-second real-time bus information from the TSP system's own on-board GPS equipment. For both TSP systems, the real-time bus data is then processed by the intersection traffic signal controller software to provide green lights to approaching buses. There are two significant constraints limiting our ability to transition directly from a GPS-based TSP system to a cloud-based system, and these are associated with SFMTA's AVL system and the traffic signal controller software protocol. Due to system constraints, SFMTA's incoming updated AVL will only be able to provide bus data every five seconds, not every second. Also, the existing traffic signal controller software uses a dated communications protocol that needs to be upgraded. To ensure that we maintain a fully operational TSP system while we transition to the new technology, SFMTA will conduct proof-of-concept pilot tests of hybrid and full cloud-based solutions.

SFMTA requests Prop L funds to upgrade the traffic signal controller communications protocol that can support cloud-based TSP, conduct proof-of-concept testing of different cloud-based TSP systems, and deployment of the new TSP system to all intersections currently equipped with TSP devices. Once a new TSP system is selected, Prop L funds will also be used to continue the expansion of TSP and communication equipment at intersections where recent projects just installed new traffic signals and at certain intersections that were not upgraded when the larger corridor was equipped with GPS-based TSP. Funds will also be used for SFMTA staff to field test multiple off-the-shelf central management software (CMS) technologies and determine compatibility with our systems. The CMS will be used to monitor and analyze TSP and ITS systems performance. New equipment to be purchased includes TSP intersection equipment, traffic signal controller equipment, and networking equipment.

SFMTA will use the funds requested from the Prop L Traffic Signs and Signal Maintenance program to upgrade and replace existing TSP related devices, including radios, controller equipment, networking equipment and CCTV equipment that is nearing the end of its useful life. Requested funds will also be used for network optimization at intersections already equipped with TSP radios and antennas to ensure that the full benefit of the capital improvement is achieved. The primary equipment to be repaired, replaced or covered by extended warranties through the requested allocation will be:

- Intersection-installed radios to communicate with the radios on the buses.
- Phase selector cards to be installed inside traffic signal controller cabinets. These are used to translate information from intersection TSP radios to traffic signal controllers.

- Wireless radios and switches to provide remote access to connect to TSP intersections to monitor activity and to pull maintenance logs. Cables, Ethernet cords, mounting brackets to install and connect TSP intersections equipment to the network.
- CCTV cameras to monitor traffic and field conditions that impact transit and TSP performance.
- Variable Message Signs used to disseminate information to the public, including roadway incident alerts, roadway disruptions due to construction or planned special events, and public service announcements.

It is expected that, similar to GPS-based TSP, exact number of intersections with TSP installations or upgrades to a new TSP system will depend on the condition of the existing signal infrastructure (e.g., conduits, signal controllers, networking equipment). Installation costs vary from \$15,000 to \$80,000 per intersection. Factors affecting cost include need for updated controller firmware; controller cabinet must be upgraded to accommodate additional equipment; existing conduits in bad condition; there is already an existing TSP radio at an intersection but no wireless radio for a network connection; need for a fiber optic connection because the bandwidth of the wireless radio is limited by poor line-of-sight or distance. For newly signalized intersections, the cost of adding TSP will depend on the need for a fiber optic connection. Whenever possible, other capital resources will be used to minimize the costs for new TSP installations. See attached list of locations where SFMTA is planning to install new TSP equipment over the next few years pending further feasibility analysis.

Currently, SFMTA can monitor the impact of TSP on transit performance through two data sources – (1) via intersection controllers and (2) via TSP radios on buses. The first method allows SFMTA to remotely check into each network-connected traffic controller front panel screen to see the current signal timing by phase and whether TSP is enabled. The second method allows SFMTA to pull data logs on each bus to see how many TSP calls have been placed, at which intersections and what times. Through the logs, SFMTA can tell if equipment is properly functioning in each intersection and bus. Some TSP features will be available remotely for staff at the Transportation Management Center to monitor. For security reasons, access to the first method of viewing traffic signal controller displays will be limited to certain traffic engineers and electricians. The two methods mentioned above are very manual and time consuming. A new central management software would simplify the process by providing performance metrics and system status that would allow traffic engineers and electricians to identify locations where the equipment is not working properly or where TSP should be optimized.

Project Benefits

1. Improved transit performance - TSP is used to extend green lights or to bring up green lights earlier to prioritize transit vehicles that are approaching the intersection. TSP improves the odds that a transit vehicle sees a green light or gets a shorter red light, thus reducing delays and improving transit reliability and travel times.
2. Updated traffic signal timing to latest standards – Signal timing will be updated with new installation of TSP equipment to reflect the latest standards for Yellows, All-Reds and pedestrian clearance.
3. Remote monitoring – Installed equipment will allow SFMTA to remotely check into an intersection and observe current traffic signal timing and produce maintenance logs to review timestamped information on when a bus made a call requesting TSP to the traffic signal controller and which bus number made the call.
4. Repair and replacement of network equipment that is nearing end-of-life will ensure continuous and reliable monitoring and communication with the TSP system.

5. A central management software to monitor and analyze TSP performance would allow engineers to optimize TSP timing and detection parameters more efficiently to improve transit travel speeds and reliability. As noted in the 2021 Value of TSP Report, to be able to prepare such report, TSP had to be disabled for 3 weeks on the entire bus fleet to gather TSP-on and TSP-off data along eight Muni routes. In addition, we currently do not have an efficient way to measure TSP performance overtime. We anticipate that the central management software will allow us to more efficiently monitor TSP’s performance and customize data analytics.
6. The useful life of aging VMS signs will be extended by upgrading certain parts of the signs that are now obsolete and are reaching end of life. Parts to be upgraded include VMS controllers, power supplies and upgraded LED panels.

The subject request will fund equipment purchases, labor costs for signal timing engineering and equipment installation, and extended warranties for upgraded equipment to ensure continued manufacturer support. Whenever possible, repairs and replacement of TSP and network equipment will be coordinated with other projects or efforts to reduce time and costs.

Implementation – (1) SFMTA Signal Shop and ITS-SFgo will work with the traffic signal controller software vendor to upgrade the communications protocol to support cloud-based TSP, (2) SFMTA Signal Shop and ITS-SFgo will conduct cloud-based TSP and CMS proof-of-concept pilot tests, (3) SFMTA Streets Division will manage the issuance and administration of the purchase orders for TSP and network related equipment, CCTV cameras, VMS devices and other equipment, (4) perform as-needed traffic signal timing updates to optimize and update TSP and emergency preemption parameters, (5) SFMTA’s Signal Shop will install new CCTV cameras and TSP intersection equipment, and (6) SFMTA’s Signal Shop will also remotely monitor the equipment, perform intersection equipment replacement and work with SFMTA IT to configure and optimize network equipment, and ensure compatibility with the existing TSP system.

Project Location

Citywide

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

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
PROP L Amount	\$2,649,000.00

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Bus Transit Signal Priority
Primary Sponsor:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)			Jul-Aug-Sep	2008
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)	Jan-Feb-Mar	2025		
Operations (OP)				
Open for Use			Apr-May-Jun	2027
Project Completion (means last eligible expenditure)			Apr-May-Jun	2028

SCHEDULE DETAILS

August 2008: Obtained CEQA Categorical Exemption Determination from the City and County of San Francisco.

SFMTA will install TSP-related devices on an intersection by intersection rolling basis.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Bus Transit Signal Priority
Primary Sponsor:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-201: Muni Reliability and Efficiency Improvements	\$0	\$1,500,000	\$0	\$1,500,000
EP-217: Traffic Signs and Signals Maintenance	\$0	\$1,149,000	\$0	\$1,149,000
AHSC Cycle 7	\$0	\$500,000	\$0	\$500,000
LCTOP	\$0	\$500,000	\$0	\$500,000
Phases In Current Request Total:	\$0	\$3,649,000	\$0	\$3,649,000

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$3,649,000	\$2,649,000	Based on prior work
Operations	\$0		
Total:	\$3,649,000	\$2,649,000	

% Complete of Design:	100.0%
As of Date:	09/25/2024
Expected Useful Life:	15 Years

PROPOSED REIMBURSEMENT SCHEDULE FOR CURRENT REQUEST

Fund Source	Phase	FY2024/25	FY2025/26	Fund Source Total
PROP L	Construction	\$1,000,000.00	\$1,649,000.00	\$2,649,000.00
	Total:	\$1,000,000.00	\$1,649,000.00	\$2,649,000.00

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

Project Name: Bus Transit Signal Priority

MAJOR LINE ITEM BUDGET

CONSTRUCTION

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)

Budget Line Item	Totals	% of contract	DT	SFMTA	Contractor
Purchase Order	\$ 1,149,000	31%			\$ 1,149,000
Networking Equipment & Warranty	\$ 300,000	8%			\$ 300,000
Radio Equipment & Warranty	\$ 149,000	4%			\$ 149,000
Controllers, Cabinets, CCTV & VMS Equipment	\$ 500,000	14%			\$ 500,000
Software Equipment, License & Warranty	\$ 200,000	5%			\$ 200,000
SSD Signal Shop Support	\$ 1,150,000	32%		\$ 1,150,000	
Network Upgrades	\$ 300,000				
Traffic signal controller communications protocol upgrades	\$ 200,000				
Central Management Software Proof of Concept	\$ 300,000				
Traffic signal controller & cabinet upgrades	\$ 150,000				
Closed-Caption TV Camera Installation	\$ 100,000				
Variable Message Sign Equipment Upgrades	\$ 100,000				
SSD Engineering	\$ 350,000	10%		\$ 350,000	
Network Upgrades	\$ 50,000				
Traffic signal controller communications protocol upgrades	\$ 100,000				
Central Management Software Proof of Concept	\$ 100,000				
Traffic signal controller & cabinet upgrades	\$ 50,000				
Closed-Caption TV Camera Installation	\$ 25,000				
Variable Message Sign Equipment Upgrades	\$ 25,000				
Work Authorizations to other City Agencies					
Network Upgrades:					
Department of Technology	\$ 1,000,000	27%	\$ 1,000,000		

Phase Grand Total (Purchase Orders+Engineering and Signal Shop Support+Work Authorizations)	\$ 3,649,000				
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San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Bus Transit Signal Priority
Primary Sponsor:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$2,649,000	Total PROP L Recommended	\$2,649,000

SGA Project Number:		Name:	Bus Transit Signal Priority
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	06/30/2028
Phase:	Construction	Fundshare:	84.12%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	FY2025/26	Total
PROP L EP-201	\$500,000	\$1,000,000	\$1,500,000

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, and delivery updates including the number and locations of the intersections upgraded with Transit Signal Priority (TSP) equipment and any other network optimization work done in the preceding 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 project, SFMTA shall provide a before/after study evaluating the effectiveness of the TSP improvements funded by this project.

SGA Project Number:		Name:	Bus Transit Signal Priority
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	06/30/2028
Phase:	Construction	Fundshare:	84.12%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	FY2025/26	Total
PROP L EP-217	\$500,000	\$649,000	\$1,149,000

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, and delivery updates including the number and locations of the intersections upgraded with Transit Signal Priority (TSP) equipment and any other network optimization work done in the preceding 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 project, SFMTA shall provide a before/after study evaluating the effectiveness of the TSP improvements funded by this project.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	27.4%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	27.4%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Bus Transit Signal Priority
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

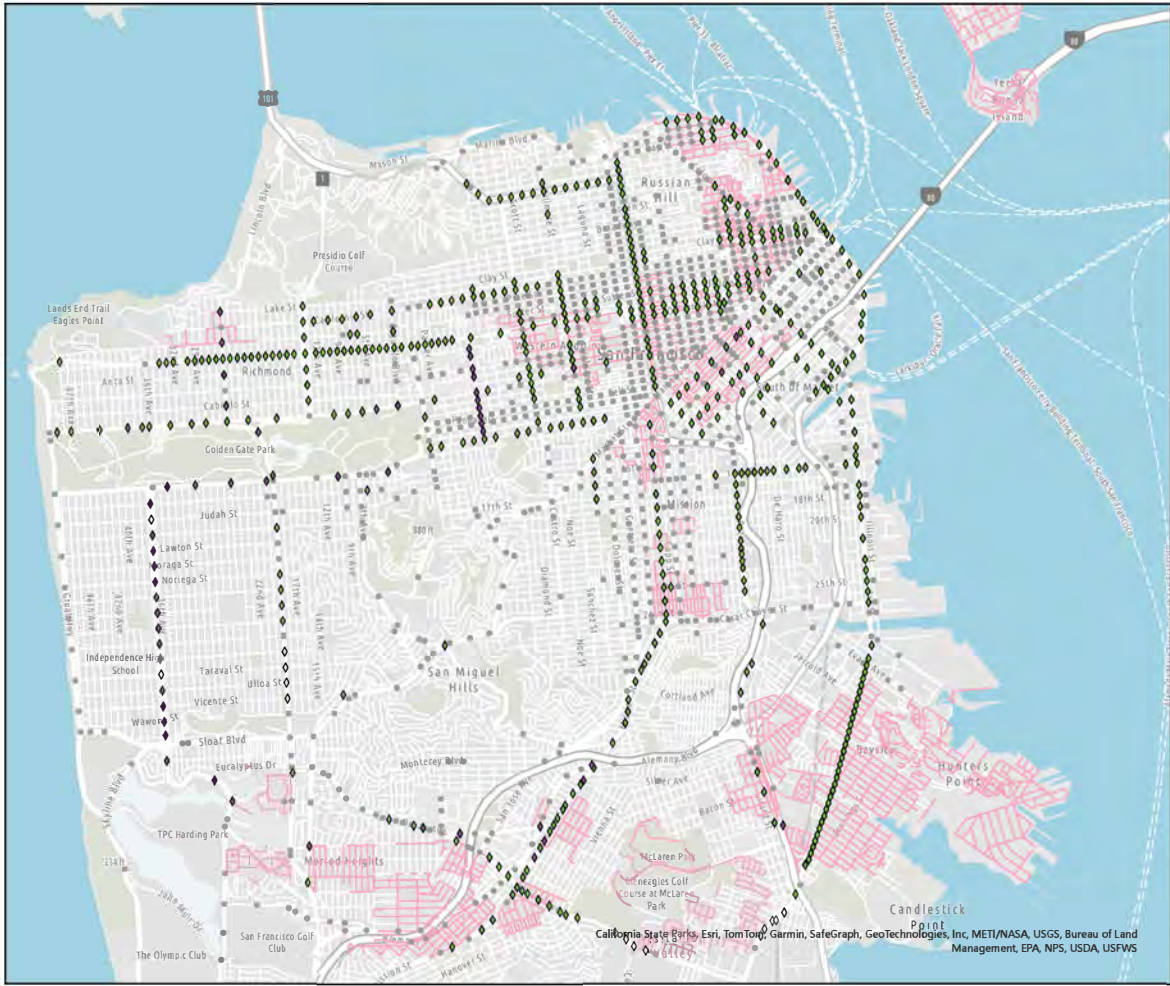
Current PROP L Request:	\$2,649,000
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Liliana Ventura	Joel C Goldberg
Title:	Project Manager	Grants Procurement Manager
Phone:	(415) 701-4423	555-5555
Email:	liliana.ventura@sfmta.com	joel.goldberg@sfmta.com



SFMTA Transit Signal Priority

October 2024

Legend

- ◆ TSP in Operation
- ◆ Planned TSP
- Traffic Signal
- Equity Priority Community Road

0.2 miles

Scale 1:51,345

Date Saved: 10/11/2024

For reference contact: celine.leung@sfmta.com

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SD Communication Network Map

October 2024

Legend

-  Fiber Point
-  Wireless Radio
-  Fiber Backhaul
-  Fiber Hub

-  ITS-SFgo Fiber
-  Planned Fiber
-  Empty Conduit with Rope



Scale

Date Saved: 10/10/2024

For reference contact: celine.leung@sfmta.com

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PLANNED TRANSIT SIGNAL PRIORITY (TSP) EQUIPMENT
INSTALLATION LIST 2023-2028

Please note that intersections may be added or removed from this list depending further feasibility analysis and as opportunities arise. Installation of new TSP equipment for most of these intersections will depend on the conditions of the existing signal infrastructure.

Intersections completed since June 2023 are shown in [blue](#).

New signals to be installed by other projects:

1. Kezar/Lincoln
2. 10th Ave/Lincoln
3. Alemany/Rousseau
4. Admiral/Mission/Ney
5. Castle Manor/Mission/Maynard
6. Mission midblock/Russia/Leo
7. France/Mission
8. Mary/Mint/Mission

Fulton Corridor:

9. 39th/Fulton
10. [Arguello/Fulton](#)
11. [10th Avenue/Fulton](#)
12. [18th Avenue/Fulton](#)
13. [22nd Ave/Fulton](#)
14. [25th Avenue/Fulton](#)

Masonic Corridor:

15. Anza/O'Farrell/Masonic
16. Turk/Masonic
17. Golden Gate/Masonic
18. Grove/Masonic
19. Hayes/Masonic
20. Fell/Masonic
21. Oak/Masonic
22. Page/Masonic
23. Haight/Masonic

Park Presidio Corridor:

24. [Park Presidio/Cabrillo](#)
25. [Park Presidio/Balboa](#)
26. [Park Presidio/Anza](#)
27. [Park Presidio/Lake](#)
28. [Park Presidio/California](#)
29. [Park Presidio/Fulton](#)
30. [McAllister/Webster](#)

3rd/4th Streets:

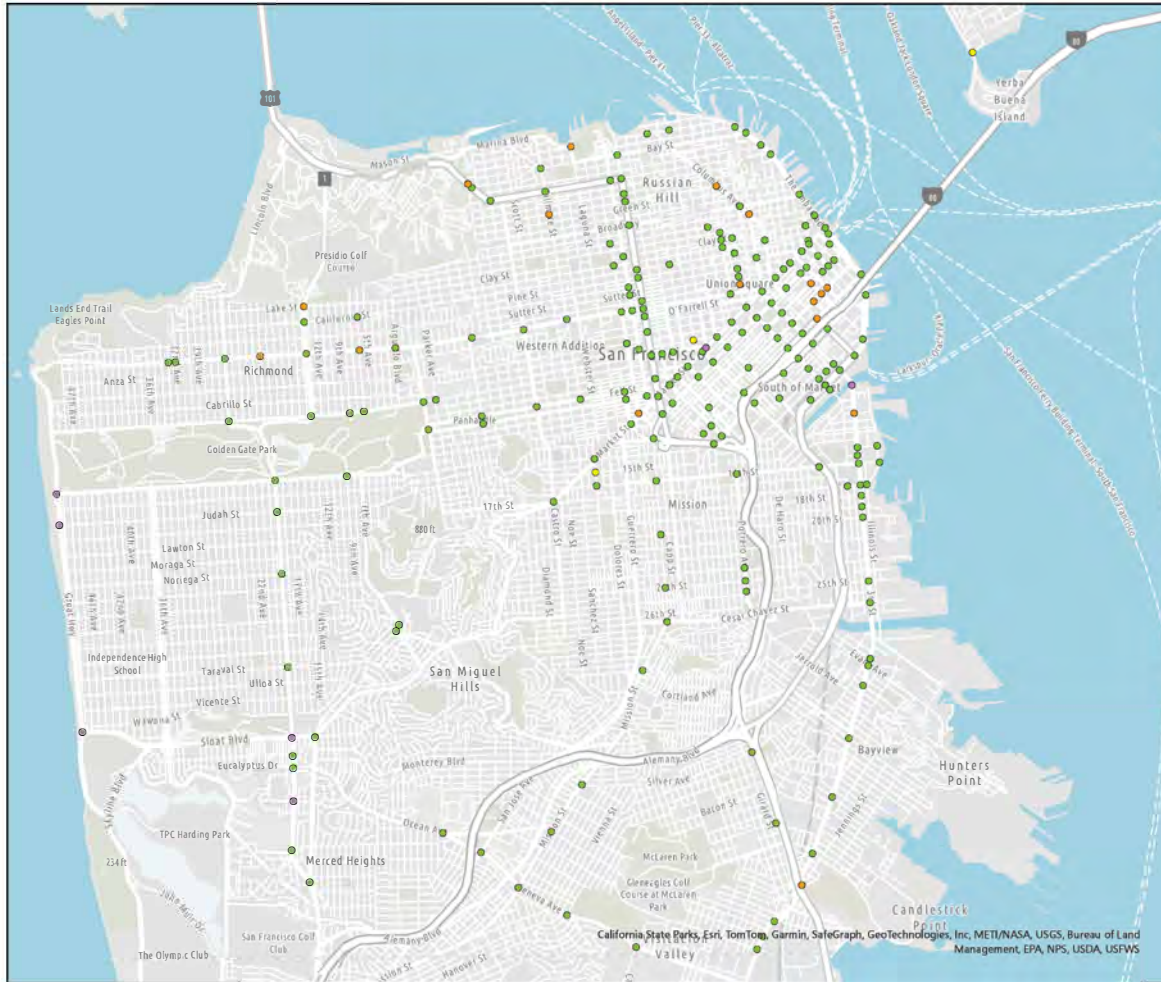
31. 3rd Street/Perry
32. 3rd Street/Harrison
33. 3rd Street/Mission
34. 4th Street/Harrison
35. 4th Street/Clara
36. 4th Street/Folsom
37. 4th Street/Howard
38. 4th Street/Minna
39. 4th Street/Mission

Stockton:

40. Stockton St/O'Farrell
41. Stockton St/Geary
42. Stockton St/Post
43. Stockton St/Sutter
44. Stockton St/Pacific

Ocean Corridor:

45. Geneva/Frida Kahlo/Ocean
46. Geneva/Mission
47. Ocean/Mission
48. Ocean/Brighton
49. Ocean/Howth
50. Ocean/Alemany
51. Ocean/San Jose
52. 7th/Howard
53. [Van Ness/Geary](#)
54. [Van Ness/McAllister](#)
55. San Bruno/Silver
56. Mission/16th
57. [11th/Mission](#)
58. [Potrero/16th](#)
59. 3rd/16th (WBLT 16th)



ITS-SFgo CCTV Map

October 2024

Legend

- Awaiting Construction CCTV
- In Progress CCTV
- Existing CCTV
- Planned CCTV

0.2 miles

Scale 1:51,345

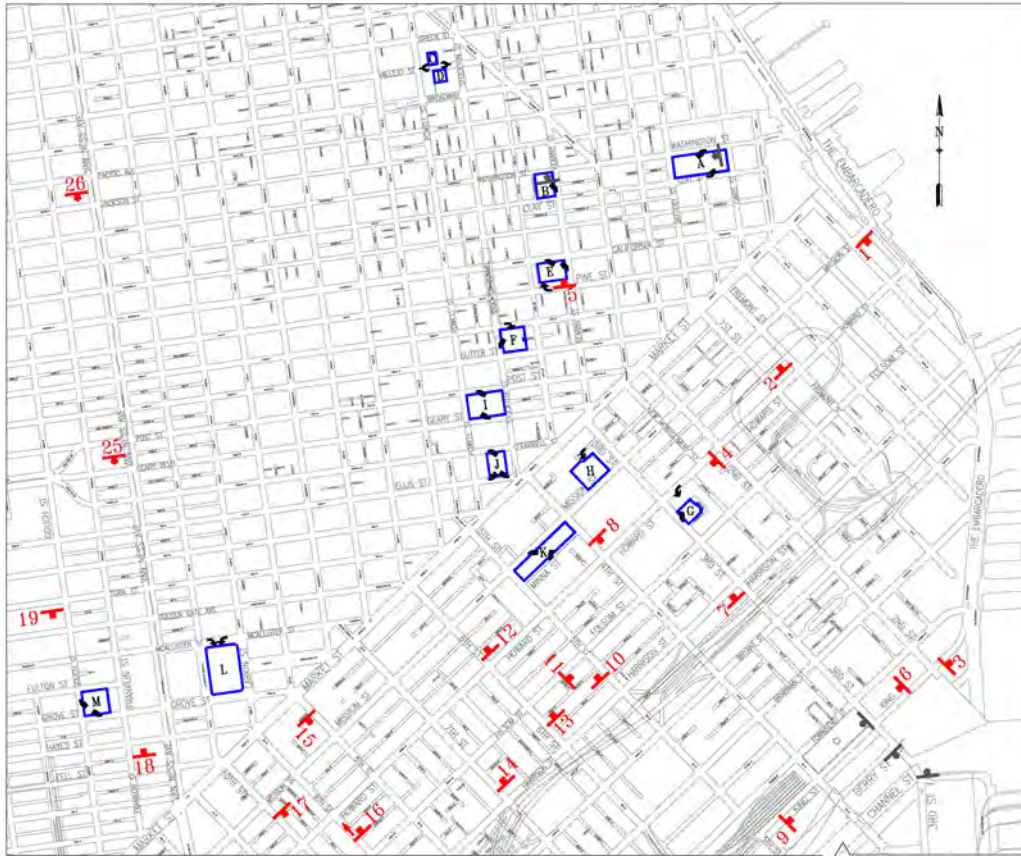
Date Saved: 10/10/2024

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SFMTA EXISTING & LEGACY
VARIABLE MESSAGE SIGNS



LEGEND

CONNECTED TO NETWORK					
SIGN	FACING	LOCATION		TYPE	GARAGE INFO
1	SB	EMBARCADERO	S of MISSION	AMBER	G,H,K
2	NB	FREMONT St	N of HOWARD	COLOR	H,A,E
3	EB	KING St	E of 2nd St	AMBER	
4	WB	HOWARD St	E of NEW MONTGOMERY	COLOR	G,H,K
5	NB	KEARNY St	N of PINE	AMBER	F,B,A
6	WB	KING St	E of 3rd St	AMBER	
7	NB	3rd St	S of HARRISON	COLOR	G,K,H
8	SB	4th St	S of MINNA	AMBER	K,G,H
9	EB	KING St	E of 5th St	COLOR	
10	NB	5th St	N of HARRISON	AMBER	K,G,H
11	EB	FOLSOM St	E of 6th St	COLOR	K,G,H
12	NB	6th St	N of HOWARD	COLOR	J,I,F
13	NB	6th St	N of HARRISON	COLOR	K,G,H
14	NB	7th St	N of HARRISON	COLOR	K,G,L
15	SB	8th St	N of MISSION	COLOR	K,G,L
16	NB	9th St	S of HOWARD	AMBER	L,M,K
17	SB	10th St	S of MISSION	AMBER	
18	NB	FRANKLIN St	N of FELL	COLOR	L,M
19	SB	GOUGH St	S of TURK	COLOR	L,M
20	NB	3rd St	N of MARIPOSA	AMBER	
21	NB	3rd St	S of MARIN	AMBER	
22	EB	PAUL Ave	W of 3rd St	AMBER	
23	EB	MARIPOSA St	E of INDIANA	COLOR	
24	EB	16th St	E of MISSOURI	COLOR	
25	SB	VAN NESS Ave	S of PACIFIC	COLOR	
26	SB	VAN NESS Ave	S of POST	COLOR	L,M

GARAGE AND ENTRANCE LEGACY (NOT IN OPERATION)



San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Bayview Street Safety and Truck Relief Study
Primary Sponsor:	San Francisco County Transportation Authority

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Equity Priority Transportation Program
Current PROP L Request:	\$139,890
Supervisory District	District 10

REQUEST

Brief Project Description

The study will identify recommended improvements to reduce conflicts between trucks and transit, pedestrian, bike, and vehicle traffic in the Bayview neighborhood, including safety improvements to reduce conflicts with large vehicles and policies and programs to reduce the use of large delivery vehicles by building on efforts to decarbonize deliveries and promote EV adoption for deliveries. Study outreach efforts will include public engagement, neighborhood outreach, and goods movement industry involvement.

Detailed Scope, Project Benefits and Community Outreach

The Bayview Street Safety and Truck Relief Study will identify recommended improvements to reduce conflicts between truck activity and other road users (e.g. transit, pedestrian, bike, and vehicle traffic) in the Bayview neighborhood, including safety improvements to reduce conflicts with large vehicles and policies and programs to reduce the use of large delivery vehicles by building on efforts to carbonize deliveries and promote EV adoption. Recommendations will be based on technical analysis of benefits, feasibility, and public and stakeholder input. The study is a recommended strategy in the ConnectSF Streets and Freeways Strategy.

Task 1: Project Administration

The SFCTA will manage and administer the grant and procure a consultant. The SFCTA will produce a Request for Proposals (RFP) for the Bayview Street Safety and Truck Relief Study to select a consultant team that will support data collection, analysis, public engagement, and report development.

Deliverables: Kick-off meeting with Caltrans, Meeting Notes, Quarterly invoices, Progress reports, vendor RFP

Task 2: Existing Conditions

The existing conditions will include a review of past studies, neighborhood plans, and traffic data as well as the collection of new traffic counts and turning movements at major intersections, freeway access points, and along key corridors which may include Evans Ave, Oakdale Ave, and 3rd Street. Past studies and reports consulted may include the Bayview Community Based Transportation Plan, District 10 Mobility Study, Southeast Muni Expansion Survey, Bayview Transportation Improvement

Plan, and Candlestick Point - Hunters Point Shipyard Transportation Plan. Background documents will also include expected land-use changes to understand where challenges are likely to get worse in the future without intervention.

Traffic data collection will include counts and big data sets to understand freight travel patterns and volumes. Counts will include turning movements, volumes, speeds, and vehicle classifications and may be used to validate big data sets used in the study. Big data sets (e.g., Geotab, Streetlight, etc.) provide more robust travel data and reveal larger insights to travel patterns and circulation over time. Combined, this data will be used for technical analysis to document established truck traffic patterns including origins, destinations, and routes; determine and confirm conflict areas and identify any additional conflict zones; support outreach efforts to identify the causes of truck conflicts; and understand potential levels of GHG and VMT reduction strategies. The task will also include the validation of the big data set. Data collection and interpretation will be informed by stakeholder interviews from the goods movement industry as described in Task 4.

To ensure alignment with existing city land and policies, the existing conditions report will also document designated freight routes defined by the General Plan, development agreements, Port guidelines, or other sources alongside state and local commercial vehicle codes and any potential changes that may be in development through the City's long-range planning effort, ConnectSF.

Deliverables: Raw data tables and summaries for newly collected data, Draft and final Existing Conditions

Task 3: Freight Data Collection and Analysis

This task will begin with a review of best practices and applications used in peer cities both locally and internationally and may include New York, Seattle, Oakland, and London related to freight circulation management and increasing the adoption of low- or zero-emission delivery vehicles. Building from this review of best practices, San Francisco's Vision Zero and curb management policies, and other street design toolkits, a set of strategies for freight circulation and safety will be identified. Strategies will be developed based on data collection findings identified in Task 3, alignment with community needs, and impact on freight circulation and will be documented as possible interventions.

All possible interventions will be documented to capture research, best practices, and strategies to address freight conflicts. Importantly, this documentation will be the basis of study recommendations for improvements to be implemented in the study area and will also be a resource for future freight planning in other areas of San Francisco, the region, and state. The interventions may include:

- Policies related to deliveries, goods movement, and the adoption of zero emission vehicles
- Near- and long-term infrastructure improvements
- Enforcement strategies
- Educational programs or materials, consistent with the city's Vision Zero efforts
- Street designations and modal priorities
- Weight restrictions
- Freight-specific wayfinding
- Infrastructure to address pedestrian safety challenges and reduce conflicts between modes

For each element, information on planning level costs, guidance for strategy application, high-level assessment of expected benefits, implementation considerations, and opportunity areas for implementation will be identified.

This task will also document existing data around road usage and multimodal travel within the study area, including crash data and travel patterns from San Francisco's travel demand model (SF-CHAMP), where possible. Combined with community engagement as described in task 4, this analysis will result in an understanding of the types of conflicts that occur, the reasons for the conflicts, and priority locations for safety improvements. The study team will assess the level of

compliance with existing policies and identify any previous strategies used by the city to manage freight traffic through the project area.

Deliverables: Memo of data collection and findings, Memo of best practices, Memo of potential of strategies and interventions, Recommendations for improvements in the study area

Task 4: Public Outreach

An outreach plan will be developed to set goals for each outreach process, identify audiences and communities, define concrete methods to reach select communities, define an outreach schedule, and methods to promote participation and awareness of the project. All outreach will be available in language (Chinese, Spanish, English, at a minimum) and a survey will be distributed to participants after each event to gauge the effectiveness of the outreach effort. The public outreach process will have two parallel streams. One stream will focus on organized stakeholders, particularly the goods movement industry, and the other will center public engagement and neighborhood outreach. All outreach processes, materials, and takeaways will be documented in a project outreach report.

Subtask 4.1: Public Engagement

The public outreach effort will focus on community members and community-based organizations, building on outreach learnings from past studies in the area including the District 10 Mobility Study, Bayview Community Based Transportation Plan, Southeast Muni Expansion Survey, and Vision Zero. The purpose of the community focused outreach will be to fill gaps in needs and challenges as they relate to safety challenges, local circulation, and freight impacts and get input on potential strategies. The project team will use a targeted set of outreach tools to collect community input and concerns about truck activity and street safety. Strategies may include surveys, focus groups, or tabling at community events along 3rd Street and other multimodal corridors. This effort will span the project and include three distinct rounds of engagement:

1. Round 1 (aligned to Task 2-Existing Conditions): Understanding needs and priorities related to safety challenges, freight conflict, and priorities to guide strategy development
2. Round 2 (aligned to Task 3-Freight Data Collection and Analysis): Obtaining feedback on strategies to guide refinement and selection of strategy recommendations
3. Round 3 (aligned to Task 6-Draft and Final Plan): Sharing and obtaining feedback on final recommendations to determine final recommendations for implementation and, where possible, implementation priorities

Each round will include two to three events, which may be pop-up or town hall style, where participants can speak directly with the project team and share input and feedback. In addition to these events, the project team will reach out to CBOs to offer a presentation to their constituents and will do one presentation per outreach round to each CBO that requests a presentation. For outreach round 1 and round 2, the various outreach events and presentations will also serve as an opportunity to distribute and promote the survey.

Subtask 4.2: Stakeholder Engagement

Because of the fragmented nature of the freight and goods movement industry, this task will include up to 20 individual interviews or up to 5 smaller focus groups with industry representatives, contacted through the Port of San Francisco, trade organizations, or labor groups. If the interview and focus groups are insufficient, they may be supplemented with an online and print survey. The goal of these meetings will be to understand existing conditions, and challenges, near term and long term needs and opportunities, and perceptions about potential strategies. This effort will also support the data collection effort by providing more insight into travel and circulation patterns within the study area.

Task Deliverables: Draft and final Outreach Plan, Outreach materials including project overview materials, flyers, and presentations, including translations in relevant languages, Draft and final outreach report

Task 5: Advisory Committee Meetings

The SFCTA will establish a Technical Advisory Committee to provide input throughout the project

including the existing conditions analysis, potential strategies, outreach approach, and funding and implementation strategy. The Technical Advisory Committee will include representatives from city departments, the freight industry, local CBOs, and Caltrans. The project team will work closely with the Technical Advisory Committee to identify strategies for stakeholder outreach, to identify potential strategies and proposed areas for application, and to provide feedback on policy areas, and the draft report.

The Advisory Committee meetings will occur at least once a quarter, and at key milestones throughout the project period. The Advisory Committee may include representatives from:

- Caltrans
- Trucking Groups
- CBOs
- Organized Labor
- San Francisco Municipal Transportation Agency
- San Francisco Public Works Department
- Port of San Francisco

Deliverables: Agendas, Presentation materials, Meeting notes

Task 6: Draft and Final Plan

The draft plan will incorporate all previous deliverables and will identify a set of recommended improvements to reduce conflicts between truck activity and other road users in San Francisco's Bayview neighborhood and advance the adoption of low or zero emission vehicles. The recommended actions will be based on technical analysis of benefits, feasibility, and public and stakeholder input.

The recommendations may include a combination of capital projects, programs, and policies to advance in the near- and long-term. To ensure the recommendations advance, each recommended action will include implementation guidance, including next steps for implementation, planning level cost estimates, lead agency, potential partners, potential funding sources, and, where possible, additional information to streamline the implementation process (e.g. project coordination).

The draft plan will be presented to the Technical Advisory Committee and broadly released for review and feedback; all comments will be documented. Using the comments on the draft plan, a Final Plan will be prepared.

A final slide deck will be created to accompany the Final Plan for the purposes of the project approval process and relevant outreach. A Public Review document will be developed summarizing comments received during the outreach process and next steps towards implementation; this document will credit the Federal Highway Administration, Federal Transit Administration, and/or Caltrans on the cover page, and will be submitted to Caltrans in an ADA-accessible electronic copy.

Deliverables: Draft and final plan including results of technical analysis and community engagement, recommendations, and a funding and implementation plan.

Task 7: Board Review/Approval

The final slide deck prepared in task 6 will be used to present the final plan to the Transportation Authority Board. The presentation will be accompanied by a project memo and resolution for acceptance/ approval.

Deliverables: Board presentation materials, Board Memo and Resolution

Project Location

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

Project Phase(s)

Planning/Conceptual Engineering (PLAN)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop 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	\$300,000.00

Justification for Necessary Amendment

This request includes an amendment to the Equity Priority Transportation Program 5YPP to add the subject project with funds from the Citywide Equity Planning Placeholder. This placeholder is intended to leverage discretionary grants for citywide equity plans and studies. SFCTA has a unique opportunity at this time to leverage a Caltrans Sustainable Transportation planning grant for the Bayview study, which is a community-based transportation plan in an EPC.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Bayview Street Safety and Truck Relief Study
Primary Sponsor:	San Francisco County Transportation Authority

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Oct-Nov-Dec	2024	Apr-May-Jun	2027
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	2027

SCHEDULE DETAILS

- Project Administration: November 2024 - June 2027
- Existing Conditions: November 2024 - July 2025
- Freight Data Collection and Analysis: June 2025 - December 2025
- Public Outreach: May 2025 - December 2026
- Advisory Committee Meetings: March 2025 - December 2026
- Draft and Final Plan: January 2026 - June 2027
- Board Review/Approval: February 2027 - June 2027
- Completion: December 2027

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Bayview Street Safety and Truck Relief Study
Primary Sponsor:	San Francisco County Transportation Authority

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-226: Equity Priority Transportation Program	\$139,890	\$0	\$0	\$139,890
Caltrans Planning Grant	\$0	\$0	\$525,110	\$525,110
Phases In Current Request Total:	\$139,890	\$0	\$525,110	\$665,000

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$665,000	\$139,890	Estimate from similar project costs
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$0		
Operations	\$0		
Total:	\$665,000	\$139,890	

% 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 Management	Task 2 - Existing Conditions	Task 3 - Freight Data Collection and Analysis	Task 4 - Public Outreach	Task 5 - Advisory Committee Meetings	Task 6 - Draft and Final Plan	Total
SFMTA	\$ -	\$ 1,925	\$ 22,900	\$ 16,000	\$ 2,000	\$ -	\$ 42,825
SFCTA	\$ 36,795	\$ 14,461	\$ 21,602	\$ 138,361	\$ 31,838	\$ 35,568	\$ 278,625
Consultant	\$ -	\$ 141,000	\$ 40,000	\$ 75,000	\$ 6,000	\$ 16,000	\$ 278,000
Other Direct Costs *	\$ -	\$ -	\$ -	\$ 10,000	\$ -	\$ -	\$ 10,000
Contingency (10%)							\$ 55,550
Total	\$ 36,795	\$ 157,386	\$ 84,502	\$ 239,361	\$ 39,838	\$ 51,568	\$ 665,000

* Direct Costs include mailing, reproduction costs room rental fees.

San Francisco County Transportation Authority Prop L/Prop AA/Prop D TNC Allocation Request Form

DETAILED LABOR COST ESTIMATE - BY AGENCY

SFMTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Transportation Planner III	131	\$ 69.69	\$ 2.51	\$ 174.68	0.03	\$ 22,924
Associate Engineer	100	\$ 80.21	\$ 2.48	\$ 199.02	0.02	\$ 19,902
Total	231.23				0.06	\$ 42,825

SFCTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Deputy Director	225	\$ 106.56	\$ 2.42	\$ 257.88	0.05	\$ 58,021.92
Principal Transportation Planner	159	\$77.85	\$ 2.42	\$ 188.40	0.04	\$ 29,887.30
Senior Transportation Planner	216	\$ 67.12	\$ 2.42	\$ 162.43	0.05	\$ 35,084.97
Transportation Planner	704	\$ 57.88	\$ 2.42	\$ 140.07	0.17	\$ 98,609.00
Senior Communications Manager	220	\$ 68.93	\$ 2.42	\$ 166.81	0.05	\$ 36,698.33
Senior Graphic Designer	124	\$ 52.58	\$ 2.42	\$ 127.24	0.03	\$ 15,778.21
Senior Engineer	24	\$ 78.26	\$ 2.42	\$ 189.39	0.01	\$ 4,545.34
Total	1671.64				0.40	\$ 278,625

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Bayview Street Safety and Truck Relief Study
Primary Sponsor:	San Francisco County Transportation Authority

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$139,890	Total PROP L Recommended	\$139,890

SGA Project Number:		Name:	Bayview Street Safety and Truck Relief Study
Sponsor:	San Francisco County Transportation Authority	Expiration Date:	12/30/2027
Phase:	Planning/Conceptual Engineering	Fundshare:	21.04%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2025/26	Total
PROP L EP-226	\$139,890	\$139,890

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 a summary of 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, provide memo of data collection and findings, memo of best practices, memo of potential of strategies and interventions, and recommendations for improvements in the study area.
3. Upon completion, provide outreach report.
4. Upon completion, provide draft and final Bayview Street Safety and Truck Relief Study.
5. Upon completion, SFCTA shall present Bayview Street Safety and Truck Relief Study 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, anticipated by June 2027.

Special Conditions

1. The recommended allocation is contingent upon amendment of the Equity Priority Transportation Program 5YPP. See attached 5YPP amendment for details.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	78.96%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	78.96%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Bayview Street Safety and Truck Relief Study
Primary Sponsor:	San Francisco County Transportation Authority

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$139,890
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

AP

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Alex Pan	Alexandria Florin
Title:	Transportation Planner	Transportation Planner
Phone:		(415) 522-4825
Email:	alexandra.pan@sfcta.org	alexandria.florin@sfcta.org

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)

Equity Priority Transportation Program (EP 26)

Programming and Allocations to Date

Pending November 2024 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
TBD	Brotherhood Way Safety and Circulation Plan Implementation Placeholder	TBD	Programmed			\$1,000,000			\$1,000,000
TBD	Citywide Equity Planning Placeholder ¹	TBD	Programmed		\$160,110				\$160,110
TBD	Community Based Transportation Plan Implementation Placeholder	TBD	Programmed			\$600,000			\$600,000
TBD	Community Based Transportation Plan Implementation Placeholder	TBD	Programmed				\$600,000		\$600,000
TBD	Community Based Transportation Plan Placeholder (e. g. Mission, Ingleside/Oceanview, Excelsior/Outer Mission/Crocker Amazon)	PLAN/CER	Programmed		\$100,000				\$100,000
TBD	Community Based Transportation Plan Placeholder (e. g. Mission, Ingleside/Oceanview, Excelsior/Outer Mission/Crocker Amazon)	PLAN/CER	Programmed			\$100,000			\$100,000
TBD	Community Based Transportation Plan Placeholder (e. g. Mission, Ingleside/Oceanview, Excelsior/Outer Mission/Crocker Amazon)	PLAN/CER	Programmed				\$100,000		\$100,000
SFMTA	Visitacion Valley & Portola Community Based Transportation Plan Implementation Placeholder	TBD	Programmed		\$400,000				\$400,000
SFMTA	Visitacion Valley & Portola Community Based Transportation Plan Implementation Placeholder	TBD	Programmed			\$600,000			\$600,000
SFCTA	Bayview Street Safety and Truck Relief Study ¹	SFCTA	Pending		\$139,890				\$139,890

Total Programmed in 2023 5YPP	\$0	\$800,000	\$2,300,000	\$700,000	\$0	\$3,800,000
Total Allocated and Pending	\$0	\$139,890	\$0	\$0	\$0	\$139,890
Total Unallocated	\$0	\$660,110	\$2,300,000	\$700,000	\$0	\$3,660,110
Total Programmed in 2023 Strategic Plan	\$0	\$800,000	\$2,300,000	\$700,000	\$0	\$3,800,000
Deobligated Funds	\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity	\$0	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation						
Board Approved Allocation/Appropriation						

FOOTNOTES:

- ¹ 5YPP amendment to fund Bayview Street Safety and Truck Relief Study (Resolution 2025-XXX, 11/XX/2024):
 Citywide Equity Planning Placeholder: Reduced from \$300,000 to \$160,110 in FY2023/24.
 Bayview Street Safety and Truck Relief Study: Added project with \$139,890 in FY2024/25.



Consider modifying freeway ramps to improve truck access

Facilitate freeway access for trucks through industrial areas



RESOLUTION ALLOCATING \$2,649,000 AND APPROPRIATING \$139,890 IN PROP L SALES TAX FUNDS, WITH CONDITIONS, FOR TWO REQUESTS

WHEREAS, The Transportation Authority received two requests for a total of \$2,788,890 in Prop L transportation sales tax funds, as summarized in Attachments 1 and 2 and detailed in the attached allocation request forms; and

WHEREAS, The requests seek funds from the Prop L Muni Reliability and Efficiency Improvements; Traffic Signs and Signals Maintenance; Equity Priority Transportation Program; 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, The SFMTA's Bus Transit Signal Priority Prop L request is consistent with the relevant 5YPP; and

WHEREAS, Transportation Authority staff's request for the Bayview Street Safety and Truck Relief Study requires amendment of the Equity Priority Transportation Program 5YPP to fund the project as summarized in Attachment 3 and detailed in the attached allocation request form; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating \$2,649,000 and appropriating \$139,890 in Prop L funds, with conditions, for two requests, as described in Attachment 3 and detailed in the attached allocation request forms, which include staff recommendations for Prop L 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 October 23, 2024, meeting, the Community Advisory Committee was briefed on the subject requests and after discussion unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Prop L Equity Priority Transportation 5YPP to fund the Bayview Street Safety and Truck Relief Study as summarized in Attachment 3 and detailed in the attached allocation request form; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$2,649,000 and appropriates \$139,890 in Prop L funds, with conditions, for two requests as summarized in Attachment 3 and detailed in the 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 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 Allocation Summaries - FY 2024/25
5. Prop L Allocation Request Forms (2)



Memorandum

AGENDA ITEM 5

DATE: October 24, 2024

TO: Transportation Authority Board

FROM: Rachel Hiatt - Deputy Director for Planning

SUBJECT: 11/19/24 Board Meeting: Adopt the District 1 Multimodal Transportation Plan Final Report

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Adopt the District 1 Multimodal Transportation Plan Final Report</p> <p>SUMMARY</p> <p>Transportation Authority Board Member Connie Chan requested that the Transportation Authority conduct the District 1 Multimodal Transportation Plan to identify a set neighborhood circulation and quick build concepts and a set of long-term mode shift and greenhouse gas reduction concepts to recommend for advancement. The enclosed draft final report identifies four neighborhood circulation and quick build concepts for Geary Boulevard, Fulton Street, Balboa Street, and Cabrillo Street to improve street safety, transit access and reliability, and access to Golden Gate Park and three long-term mode shift and greenhouse gas reduction concepts including north-south express bus service, curb management on commercial corridors, and mobility hubs. The Plan, which was funded with District 1 Neighborhood Transportation Program funds, includes a funding and implementation strategy.</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: _____
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BACKGROUND

Transportation Authority Board Member Connie Chan requested that the San Francisco County Transportation Authority conduct the District 1 Multimodal Transportation Plan to identify a set neighborhood circulation and quick build concepts and a set of long-term mode



shift and greenhouse gas reduction concepts to recommend for advancement. The study focused on resident trip making and prioritized addressing trips that start and end within District 1. We first conducted technical analysis to understand trip patterns and areas with known challenges. Community outreach defined transportation goals and community priorities, which guided concept development, and how draft concepts should be refined for final recommendation.

DISCUSSION

Outreach. The project included two primary rounds of outreach. For each round, we worked closely with the District 1 Office to promote outreach surveys in newsletters, on social media, and in the Richmond Review. Survey data from the first round of outreach showed that the Asian and Youth communities were underrepresented in survey participation and the second round of outreach included promotion in Tsing Tao Newspaper and through flier distribution to students at schools within District 1. The project team also gave presentations to community-based organizations and hosted popup events and three Town Halls to understand transportation challenges and priorities and to get feedback on draft concepts to guide revisions.

Concept Refinement and Selection Process. Based on technical analysis and findings from the first round of outreach, we identified corridors for neighborhood circulation and quick build concepts and long-term concepts to support modeshift and greenhouse gas reduction within the district. The final set of project recommendations were adjusted based on community input collected in the second round of outreach and include:

1. Geary transit shelter improvements, spanning from La Playa to Arguello, is a concept that recommends working with the San Francisco Municipal Transportation Agency (SFMTA) through the Geary Improvement Project to bring transit amenities that improve personal security at 38 Geary and 38R Geary Rapid stop locations. This is a neighborhood circulation and quick build concept.
2. Cabrillo Street safety improvements, spanning from La Playa to Arguello, include pedestrian safety zones, high visibility crosswalks, and hardened centerlines at all intersections. The concept also includes upgrading the existing bike lane to a green bike lane with conflict markings. A portion of this corridor is on the slow streets network, and safety and design improvements would be coordinated with SFMTA's Biking and Rolling plan. This is a neighborhood circulation and quick build concept.
3. Balboa Street safety and transit reliability improvements, spanning from Park Presidio to Arguello, include pedestrian safety zones, high visibility crosswalks, and hardened centerlines at all intersections. The concept also recommends bus boarding platforms and stop amenities at high ridership locations. This is a neighborhood circulation and quick build concept.



4. Fulton Street traffic calming, safety, and transit reliability improvements, spanning from La Playa to Arguello, is a concept that recommends addressing intersections based on the type of stop control, adjacent park access conditions, and transit stops. The report includes an inventory of improvements by intersection and aligns with upcoming intersection improvements. Treatments include crosswalk improvements across Fulton and Avenues, bulb outs / pedestrian safety zones, pedestrian refuge islands, rectangular rapid flashing beacons, and bus boarding platforms. This is a neighborhood circulation and quick build concept.
5. Fulton Street and 22nd Ave bike improvements is a concept that recommends moving the bike connection between Cabrillo and Fulton from 23rd Avenue to 22nd Avenue to establish a bike connection that leads directly into Golden Gate Park. The recommendation includes bike markings at the intersection, pedestrian safety zones, a transit boarding platform, and a wider gateway entrance into Golden Gate Park. This is a neighborhood circulation and quick build concept.
6. North-south express bus service elevates the 2018 Express Bus Feasibility Study recommendations from SamTrans. The concept includes express bus service connecting peninsula cities to the westside. This is a modeshift and greenhouse gas reduction concept.
7. Curb management on commercial corridors is a recommendation to elevate SFMTA's curb management strategy by preparing curb management plans to determine the access demands on commercial corridors on Clement and Balboa. This is a modeshift and greenhouse gas reduction concept.
8. Mobility hubs is a recommendation to create designated hubs where multiple transportation options come together to simplify multimodal trips. The recommendation includes the consideration of Electric Vehicle (EV) charging and other amenities that can reduce barriers for travelers. The locations that received the highest support and are recommended as priority to advance into more detailed planning are Geary Boulevard at Park Presidio Boulevard, Geary Boulevard at Arguello Boulevard, and Cabrillo Street at La Playa Street. This is a modeshift and greenhouse gas reduction concept.

Implementation Plan. The final report includes a discussion of planning level cost estimates, potential funding sources, and implementation next steps for each concept. For neighborhood circulation and quick-build improvements to advance, the SFMTA would need to conduct detailed design and engineering to confirm the appropriateness and feasibility of the design.

The Fulton Street concept includes two potential design variations due to the corridors' complexity and the many competing needs and safety challenges. The corridor also has



multiple significant projects for implementation between 2024 and 2026, including new transit bulbs, automated speed enforcement cameras, and new traffic signals.

The proposed design to add median pedestrian refuges/islands will need to be piloted to understand the impacts to street safety, Muni operations, and vehicle speeds. The Transportation Authority and SFMTA will identify up to three locations to test the components of the concept - expanded daylighting at intersections, median pedestrian refuges/islands, and rectangular rapid flashing beacons. The results of the pilot will guide design adjustments to the concepts to ensure they are implementable and effective in advancing the study and citywide transportation goals. Following the pilot and design refinements, the Transportation Authority and SFMTA will continue to coordinate implementation next steps, including finalizing implementation locations and obtaining funding.

FINANCIAL IMPACT

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

CAC POSITION

The CAC considered this item at its October 23, 2024, meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Resolution
- Enclosure - District 1 Multimodal Transportation Study Draft Report



RESOLUTION ADOPTING THE DISTRICT 1 MULTIMODAL TRANSPORTATION PLAN
FINAL REPORT

WHEREAS, The District 1 Multimodal Transportation Plan was recommended by Commissioner Connie Chan for Prop K half-cent sales tax funds from the Transportation Authority's Neighborhood Transportation Improvement Program; and

WHEREAS, The District 1 Multimodal Transportation Plan conducted technical analysis and community outreach to identify neighborhood circulation and quick build concepts and a set of long-term mode shift and greenhouse gas reduction concepts for advancement; and

WHEREAS, The District 1 Multimodal Transportation Plan conducted public outreach and identified transportation project concepts that would improve transit reliability and accessibility, pedestrian and bike safety, and access to Golden Gate Park; and

WHEREAS, The Transportation Authority led the District 1 Multimodal Transportation Study in partnership with Commissioner Chan's office and the San Francisco Municipal Transportation Agency (SFMTA); and

WHEREAS, The study builds on recommendations from projects, plans, and studies in District 1 that are in progress or were completed within the last ten years and was informed by community outreach undertaken to support the study; and

WHEREAS, The enclosed District 1 Multimodal Transportation Plan Final Report identifies four neighborhood circulation and quick build concepts for Geary Boulevard, Fulton Street, Balboa Street, and Cabrillo Street to improve street safety, transit access and reliability, and access to Golden Gate Park and three long-term mode shift and greenhouse gas reduction concepts including north-south express bus service, curb management on commercial corridors, and mobility hubs; and

WHEREAS, The final report identifies potential funding sources to advance the study's near- and long-term recommendations towards implementation and includes



implementation guidance and additional project concepts for further study; and

WHEREAS, The Transportation Authority Community Advisory Committee considered the District 1 Multimodal Transportation Plan Final Report at its October 23, 2024 meeting and unanimously adopted a motion of support for its adoption; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts the enclosed District 1 Multimodal Transportation Plan Final Report; and be it further

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

Enclosure:

1. District 1 Multimodal Transportation Plan Final Report



Memorandum

AGENDA ITEM 6

DATE: October 24, 2024

TO: Transportation Authority Board

FROM: Rachel Hiatt - Deputy Director for Planning

SUBJECT: 11/19/24 Board Meeting: Approve a Two Year Professional Services Contract with HNTB Corporation in an Amount Not to Exceed \$1,103,000 for Technical Services for the San Francisco Freeway Network Management Study

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> • Approve a two-year professional services contract with HNTB Corporation (HNTB) in an amount not to exceed \$1,103,000 for technical services for the San Francisco Freeway Network Management Study. • Authorize the Executive Director to negotiate contract payment terms and non-material terms and conditions. <p>SUMMARY</p> <p>The San Francisco Freeway Network Management Study (Study) responds to the Board’s feedback to reconsider pricing as a tool to improve the overall efficiency of the city’s freeway network and reduce vehicle miles traveled within San Francisco. This Study will take a comprehensive look at San Francisco's Freeway Network (U.S. 101, I-280, I-80, and Central Freeway) and use new travel data to understand where a managed lane program will best support transportation goals, including a reduction in vehicle miles traveled. The Study will result in designs and financial and operational analysis for a set of managed lane alternatives on freeway segments in San Francisco, as well as program alternatives to increase transportation options, reduce transportation barriers, and ensure affordability for travelers.</p> <p>We issued a Request for Proposals (RFP) on August 26, 2024</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 checked="" type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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<p>seeking technical services for the Study. We received two proposals by the due date of September 27, 2024. Following evaluation of proposals and interviews, the selection panel, comprised of staff from Transportation Authority and Metropolitan Transportation Commission (MTC), recommends contract award to HNTB.</p>	
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BACKGROUND

In July 2024, the Board adopted the 2023 Prop L 5-Year Prioritization Program for Managed Lanes and Express Bus, and appropriated \$1,000,000 in Prop L funds for the San Francisco Freeway Network Management Study. With these actions, we redirected our efforts studying the Northbound I-280 Express Lanes and Bus Project, following community outreach in winter 2023, into the San Francisco Freeway Network Management Study.

The scope of the San Francisco Freeway Network Management study was shaped by findings from technical analysis and feedback from the community, our Community Advisory Committee (CAC), and MTC’s Next Generation Freeway Study. The Study will take a comprehensive look at San Francisco’s Freeway Network and use new travel data to understand where a managed lane program will best support transportation goals, including a reduction in vehicle miles traveled.

The Study will consider managed lane alternatives, including priced lane and priced facility options, for freeways within San Francisco (Central Freeway, I-80, U.S. 101, I-280) with the goals of reducing vehicle miles traveled, increasing person throughput, and improving transit reliability. The Study will consider a facility design that does not increase overall capacity, and programs to reduce transportation barriers, ensure equitable access along the corridor, and maintain affordability. It will recommend a managed lanes program, including priced lanes on priority freeway segments, consisting of facility design, operations plan, and complementary programs to reduce drive alone trips.

The Study will help advance regional transportation goals and San Francisco’s freeway management strategies, while maintaining safety and access for all travelers, and fill a gap in the Bay Area carpool/Express Lane network.



DISCUSSION

We are seeking consultant services to support the Study, which will:

- Conduct a high-level screening to identify priority managed lane segments for future study;
- Complete existing conditions analysis of the freeway mainline, ramps, and adjacent corridors;
- Develop managed lane concepts combining physical design with program alternatives to increase transportation options, reduce transportation barriers, and ensure affordability along managed lane segments; and
- Identify up to two preferred managed lane segments and associated programmatic elements for future study.

The tasks (also provided in Attachment 1, Scope of Services) and estimated milestone schedule are listed below:

Estimated Project Milestone Schedule

Task	Completion
Task 1: Project management	Ongoing (Fall 2024 - Fall 2026)
Task 2: Managed lane segment screening	Spring 2025
Task 3: Purpose statement and goals * Includes round 1 of outreach	Summer 2025
Task 4: Existing conditions analysis	Spring 2025
Task 5: Analysis *Includes rounds 2 and 3 of outreach	Winter 2025 - Winter 2026
Task 6: Community and stakeholder outreach	Ongoing (Spring 2025 - Spring 2026)
Task 7: Technical Advisory Committee	Ongoing (Spring 2025 - Fall 2026)
Task 8: Draft and Final Plan	Spring 2026 - Spring 2027

The Study is anticipated to be implemented in two parts.

Part 1 includes an overall scan of the freeway network, identification of up to five priority segments for further study, and development of a purpose statement and goals. This part is expected to take approximately 8 months. We will present the findings from Part 1 to the Board for review and direction before proceeding with the remaining tasks.



Part 2 will advance the priority segments identified in Part 1 into detailed planning and outreach to develop conceptual designs, operations, and complementary programs to improve transit, encourage carpooling, improve transportation options, and maintain affordability.

Procurement Process. We issued an RFP for technical services for the San Francisco Freeway Network Management Study on August 26, 2024. We hosted a pre-proposal conference on September 5, 2024, which provided opportunities for small businesses and larger firms to meet and form partnerships. Fifteen firms registered for the conference. We took steps to encourage participation from small and disadvantaged business enterprises, including advertising in five local newspapers; Nichi Bei, San Francisco Chronicle, San Francisco Examiner, Small Business Exchange, and Sing Tao. We also distributed the RFP to certified small, disadvantaged, and local businesses; Bay Area and cultural chambers of commerce, and small business councils.

By the due date of September 27, 2024, we received two proposals in response to the RFP. A selection panel comprised of Transportation Authority and MTC staff evaluated the proposals based on qualifications and other criteria identified in the RFP, including the proposer's understanding of project objectives, technical and management approach, and capabilities and experience. We held interviews with both teams on October 10, 2024. Based on the competitive process defined in the RFP, the panel recommends that the Board award the contract to the highest-ranked firm: HNTB. The HNTB team distinguished itself based on having extensive, national experience in feasibility, design, governance; and ongoing oversight on similar managed lane programs; as well as strong experience in using creative design and emerging technologies to design and optimize freeway corridors. We established a Disadvantaged Business Enterprise (DBE) goal of 11% for this contract. Proposals from both teams exceeded the DBE goal. The HNTB team includes 14% DBE participation from Civic Edge Consulting, a women-owned firm.

FINANCIAL IMPACT

The contract amount will be funded with a Caltrans Planning Grant funds, with matching funds from Prop L sales tax funds, appropriated through Resolution 25-03. This contract is contingent upon execution of a funding agreement with MTC for the Caltrans Planning Grant funds, anticipated in November 2024. We will include this year's activities in the Fiscal Year 2024/25 mid-year budget amendment and



sufficient funds will be included in future year budgets to cover the remaining cost of the contract.

CAC POSITION

The CAC considered this item at its October 23, 2024, meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Scope of Services
- Attachment 2 - Resolution

Attachment 1

Scope of Services

Task 1: Project management

A dedicated project manager from the consultant will be the single point of contact for the project and available to Transportation Authority for coordination.

The consultant will perform project management responsibilities throughout the project timeline, including leading project meetings, submitting monthly invoices and progress reports, and developing a revised work plan.

Task 1a: Project meetings

The consultant will prepare and conduct a project kick-off meeting and lead bi-weekly project team meetings. The consultant will be responsible for creating and distributing the agenda and sending out notes and action items after meetings.

Task 1b: On-going project management

The consultant will work with Transportation Authority staff to develop a revised work plan, including a refined scope, schedule, and budget. The consultant will maintain the work plan throughout the project as needed. The consultant is responsible for communicating any budgetary or scheduling issues to the project team as they are identified. Similarly, the consultant will communicate if a task request is outside of the original work plan scope.

The consultant will develop and maintain a risk and mitigations matrix to serve as a living document to determine risk levels throughout the Project.

Deliverables:

1. *Kick-off meeting agenda, materials, and notes*
2. *Bi-weekly project meeting agenda, materials, and notes*
3. *Project reporting and invoices by task*
4. *Revised work plan, including refined scope, schedule, and budget*
5. *Risk and mitigation matrix*

Task 2: Managed Lane segment screening

In this task, the consultant will support the Transportation Authority in conducting an initial feasibility assessment of implementing managed lanes on the freeway network in San Francisco. This task includes identifying potential individual or combinations of managed lane segments (i.e., the four segments of 101 and 280 north and south of the Alemany

Interchange; I-80; and Central Freeway), defining segment alternatives that use a combination of occupancy and pricing freeway management strategies; documenting the design and operational feasibility of managed lanes on specific freeway segments and/or combinations of segments, developing evaluation criteria, and selecting up to five segments for further study in following tasks. We anticipate that managed lane segments considered will include HOV lanes; single-lane pricing alternatives; and all-lane pricing alternatives.

A working group will be established during this task composed of community representatives and Transportation Authority Community Advisory Committee members; the group will convene up to 3 times during this task to advise the project team on the analysis process, findings, and ultimate selection of segments for further study.

Subtask 2a: Feasibility screening for potential managed lane segments

The consultant will review existing striping and freeway design, available data, and prior phases of work to identify which freeway segments can support a physical design for managed lanes that does not require increasing capacity and/or the physical footprint of the freeway infrastructure. As part of this subtask, the consultant will obtain drawings, striping plans, and other relevant documents from Caltrans or other agencies to conduct the initial screening for freeway segments that can support managed lanes. The consultant will identify areas of the freeway network that present challenges to creating a continuous managed lane and that will need a detailed review to determine feasibility. For these locations, sketch-level drawings will be prepared to document the challenges and/or feasibility of creating continuous managed lanes. As needed, the consultant will also document infrastructure changes that would be required to implement single- or all-lane pricing designs.

In parallel, Transportation Authority staff will conduct travel modeling for the freeway network in San Francisco to evaluate impacts of different managed lane scenarios. The consultant will assist with finalizing scenarios to be considered in travel modeling, including identifying the opening and future years for analysis, providing geometric design and pricing structure alternatives, and assumptions for transit service on managed lane segments. The consultant will work with Transportation Authority staff to define travel model performance measure outputs.

The consultant will document the findings from this subtask in a memo detailing which segments can and cannot support managed lanes, reasons why managed lanes is/is not feasible, and changes required for feasible design/operation.

Subtask 2b: Priority segment selection

To select priority segments for further study, the consultant will develop evaluation criteria (e.g., vehicle miles traveled, travel time, etc.), based on the study goals (see Task 3) and San Francisco's transportation goals, to assess findings from feasibility design and operational screening. These evaluation criteria will also be used in later tasks. The technical work

outlined in Subtask 2a will be used to evaluate segments against these criteria and select up to five priority segments for further design and study.

The deliverable for this subtask is a Priority Segment Selection Memo documenting the design and operational feasibility findings, evaluation criteria, and segment selection process and findings.

Deliverables:

1. *Sketch-level drawings to demonstrate feasibility of managed lanes on freeway segments*
2. *Draft and final Priority Segment Selection memo*
3. *Attendance and support at up to three working group meetings*

Task 3: Purpose statement and goals

The consultant will develop a purpose statement, project goals, and objectives to guide the screening process, concept/program development, and evaluation, drawing on existing plans including ConnectSF, San Francisco Transportation Plan (SFTP) 2050, Streets and Freeways Study, the Climate Action Plan, and the 101 Mobility Action Plan, and any other relevant plans or past studies.

This task will be primarily developed as part of Phase 1 of the project. However, round 1 of outreach will confirm the goals with the public, and slight revisions may be required (see Task 5 for more detail on outreach tasks).

The consultant will refine the purpose statement, project goals, and objectives, considering input from the Technical Advisory Committee (TAC) and feedback from round 1 of outreach (see Task 5).

Deliverable:

1. *Draft and final memo documenting purpose statement, project goals, and objectives*

Task 4: Existing conditions analysis

In this task, the consultant will finalize evaluation metrics and criteria and summarize existing conditions data collection and analysis in an existing conditions report.

Subtask 4a: Finalize evaluation metrics and criteria

The consultant will finalize evaluation metrics and criteria building off of criteria identified in Task 2b and the study purpose statement and goals in Task 3. Evaluation metrics and criteria may also build off of the 101/280 Managed Lane Project 1, Streets and Freeways Strategy Analysis, other studies, and projects (e.g., SFTP 2050) and input from the TAC.

Subtask 4b: Data analysis and existing conditions

Transportation Authority staff will use updated household travel survey diary data to create traveler profiles for all freeway segments in the San Francisco freeway network. The consultant will support analysis by collecting and analyzing traffic counts on ramps, freeway mainline, and freeway adjacent corridors for all freeway segments. INRIX-based visualizations of low-speed segments will be used to provide information on queueing at ramps. The consultant will summarize data for Transportation Authority staff to validate travel model outputs and INRIX data.

In this subtask, the consultant will also analyze and produce relevant graphics of crash data, greenhouse gas and other emissions/pollutant data, and other data on freeway mainline and adjacent corridors. To support the existing conditions analysis, the consultant may also analyze data from “big data” sources (e.g., Streetlight, Replica) to conduct origin-destination analysis and pre/post pandemic travel pattern analysis. In the proposal, the consultant should also note any relevant experience in calculating greenhouse gas and other emission and pollutant exposure and propose other recommended data to complete this task.

Subtask 4c: Draft existing conditions report

The consultant, with support from the Transportation Authority, will prepare an existing-conditions report to document findings from the analysis. The existing-conditions report will include traveler profiles, findings from data collection and analysis, and an appendix to document the data sources and analysis process. The existing conditions will also integrate the screening and priority segment selection findings from Task 2.

Deliverables:

1. *Draft and final evaluation metrics and criteria*
2. *Data collection and analysis*
3. *Draft and final existing conditions report*

Task 5: Analysis

The analysis task will include the development and evaluation of concepts.

Subtask 5a: Geometric Design / 5% Engineering Drawings

The consultant will develop 5% designs for the up to 5 segments selected in Task 2. These drawings should be reader-friendly, as a version of drawings will be used during round 2 of public outreach. The consultant will also conduct a preliminary financial and operational analysis to provide system and operational elements to share the overall cost/revenue estimate for each alternative.

The consultant will prepare concept fact sheets summarizing key features, benefits, trade-offs, constraints, and risks of each design. The conceptual drawings, preliminary cost estimates, and fact sheets will be used to inform outreach materials for round 2 of outreach (see Task 6 for more details).

Deliverables:

1. *Reader-friendly conceptual drawings for up to 5 alternatives*
2. *Concept fact sheets for up to 5 alternatives*
3. *Planning-level cost and revenue estimates for up to 5 alternatives*
4. *Draft and final memo summarizing design alternatives*

Subtask 5b: Program Alternatives

In this subtask, the consultant will develop program alternatives to increase transportation options, reduce transportation barriers, and ensure affordability along managed lane segments. Program alternatives will be tied to managed lane segments and presented to the public during round 2 of outreach (see Task 6 for more details). Program alternatives should vary in cost and scope to align with changes in revenue projections and overall project costs, with a goal to have toll revenues cover costs of the recommended programs.

Subtask 5b.1: Develop program alternatives

The consultant will develop five sets of complementary programs that support goals such as mode shift, barrier reduction, and ensure affordability along managed lane corridors. These programs should include low- and high-cost options and include examples from TDM strategies and policies, equity and affordability programs, public transit improvements, and other appropriate programs. The consultant should prepare high-level planning, implementation, and operating costs for each program alternative.

Subtask 5b.2: Pair program alternatives with managed lane segments

Using the program alternatives developed in Subtask 5b.1, the consultant will identify which program alternatives will be most effective for each of the up to five managed lane segments selected in Task 2. The consultant will document reasons for pairing program alternatives with managed lane segments in a memo. This memo should also include an overview of each program alternative's features, costs, and considerations for implementation and operation. The consultant will also prepare a public-facing overview of program alternatives and managed lane segments, including key features, benefits, trade-offs, constraints, risks, and costs of both program alternatives and managed lanes, to be used in public outreach round 2 (see Task 6 for more information).

Deliverables:

1. *Draft and final memo describing up to five program alternatives and processes for pairing program alternatives and managed lane segments*

2. *Public-facing overview of managed lane concepts (i.e., program alternatives and managed lane segments)*

Subtask 5c: Alternatives Evaluation

In this task, the consultant will refine the definition of the priority managed lane alternatives and evaluate the managed lane alternatives against project goals, metrics, and evaluation criteria; and use input from public outreach and the TAC to select up to two segments for further study.

Subtask 5c.1: Develop evaluation framework

This task builds on the metrics used in Task 2, evaluation criteria identified in Task 4, and feedback from round 1 of public outreach. The consultant will refine evaluation criteria and develop an evaluation framework that can be used to compare managed lane alternatives against each other and against project goals and objectives defined in Task 3. The consultant will document the evaluation framework in a memo.

Subtask 5c.2: Select three segments

The consultant will use the evaluation framework to evaluate how each of the up to five managed lane alternative design concepts (managed lane segment plus associated program alternatives) performs in relation to the program goals and objectives defined in Task 3. Using feedback from round 2 of public outreach and feedback from the TAC, the consultant will work with Transportation Authority staff to refine the definition of the managed lane alternatives and select three segments to bring to round 3 of public outreach. The evaluation process and outcome will be summarized in a memo. The consultant will also prepare a summary of the evaluation process and outcome to support round 3 of public outreach.

Deliverables:

1. *Draft and final memo of evaluation framework, process, and outcomes*
2. *Selection of 3 managed lanes alternatives and programmatic elements*
3. *Summary of evaluation process and outcome for outreach round 3*

Task 6: Community and stakeholder outreach

In this task, the consultant will develop an outreach plan and lead stakeholder and community outreach.

Subtask 6a: Develop outreach plan

The consultant will work with Transportation Authority staff to develop an outreach plan that outlines how the project team will engage with the public to select the ultimate recommendation for a managed lane program. The outreach plan will define goals of each outreach round, key messaging, outreach methods, timeline of outreach activities, materials required to support outreach activities, and roles and responsibilities of Transportation Authority and consultant staff. The outreach plan will also identify community groups to engage in the outreach process.

Subtask 6b: Outreach activities and materials

This study includes three rounds of outreach. For each round of outreach, the consultant will coordinate and implement outreach activities and develop supporting materials per the outreach plan developed in Subtask 6a. The consultant will also be responsible for managing promotion via local newspapers and social media, providing translation, attending/staffing outreach events, and preparing outreach summaries. Outreach activities may include but are not limited to: listening sessions and meetings with community groups, public events (e.g., open houses, town halls, workshops, pop up events, etc.), surveys, focus groups, and online and social media engagement tools. All outreach will be conducted in multiple languages and will include in-person and online outreach events. The consultant will purchase and distribute up to 6 gift cards as incentives for participants who win a raffle for engaging with outreach.

At the conclusion of outreach events for each outreach round, the consultant will analyze data (e.g., survey data, community meeting notes, focus group notes, etc.) and summarize main findings in a memo.

The three outreach rounds are described in more detail below.

Round 1: goals, objectives, evaluation metrics, and travel needs

The first round of outreach will include surveys and in-person events to establish goals, evaluation metrics, and needs and challenges for travel on freeways within/through San Francisco. The consultant will develop materials based on Task 3 to support this round of outreach.

Round 2: feedback on initial priority managed lane segments

The second round of outreach will focus on the corridor design and pricing strategies. In this second round, travel model results showing congestion and affordability impacts of managed lanes as well as high-level costs for managed lanes and program alternatives will be shared with the public to have informed discussions about benefits, costs, and trade-offs of managed lanes concepts. The goals of round two would be to gain insights to determine preferred pricing, roadway design elements, and programmatic elements to guide revisions to concepts and initial planning for related transportation programs, which would be brought to the third round of outreach. The consultant will draw on materials and summaries developed from Task 4 (travel model findings including pricing options, congestion impacts, and revenue generation), Task 5a (conceptual drawings, preliminary cost estimates, and fact sheets summarizing benefits and trade-offs) and Task 5b (description of program alternatives and implementation and operating costs) to support this round of outreach.

Round 3: selection of priority segments for further design

The third round of outreach would bring forward revised design and pricing concepts for up to 3 managed lane segments and associated programmatic elements that reflect findings from the previous round of outreach and program scenarios to complement scenarios. The outreach round would focus on defining various programs, including relative level of importance between programmatic elements (e.g., Transportation Demand Management, transit service, etc.). The consultant and Transportation Authority staff will use findings from this round of outreach to select up to 2 priority managed lane segments for final recommendation and further design. The consultant will use materials/summaries from Task 5c to support this round of outreach.

The outreach process may also include a statistically significant survey effort to understand preferences, concerns, and level of support for a managed lanes program, representing all supervisorial districts in San Francisco.

Note that the Transportation Authority will finalize all outreach materials according to Transportation Authority design guidelines and will print all large format outreach materials.

Deliverables:

- 1. Draft and final outreach plan*
- 2. Materials to support each outreach round*
- 3. Draft and final memos summarizing findings from each outreach round*

Task 7: Technical Advisory Committee (TAC)

Transportation Authority staff will convene a TAC to collect feedback on the outreach process, technical analysis, design alternatives, and programmatic elements. The TAC will also provide lessons learned from other Bay Area managed lane projects. The TAC will be made up of representatives from San Francisco Municipal Transportation Agency, San

Francisco Planning Department, Department of Public Works, Metropolitan Transportation Commission, San Mateo (City/County Association of Governments and San Mateo County Transportation Authority), and Caltrans (District 4 and HQ). The TAC is estimated to meet up to six times throughout the project.

The consultant will assist Transportation Authority staff to identify and contact members of the TAC, plan, and schedule TAC meetings, develop meeting agendas and meeting materials, lead TAC meetings with support from Transportation Authority staff, and send out meeting notes and action items after the meeting.

Deliverables:

1. *Materials to support each outreach TAC meeting*

Task 8: Draft and Final Plan - Detailed financial analysis and toll system operation analysis

In this task, the consultant will further refine analysis and design from Task 5 to support the evaluation and next phases of design for up to 2 managed lane segments selected after round 3 of public outreach.

Subtask 8a: Financial and toll system operational analysis

The consultant will refine the financial and operational analysis conducted in Task 5 for the two leading managed lane concepts based on feedback from round 2 and round 3 of public outreach on pricing concepts, feedback from the TAC, and considerations for regional context and potential future conditions. This analysis will identify operational costs and potential for net revenue and cost recovery and outline recommendations for managed lanes pricing structure, equity/affordability programs, and transportation alternative improvements. These recommendations should include considerations for adjustments in future phases of more detailed planning and implementation and considerations for potential future conditions (e.g., transit funding, etc.). The analysis will outline the operations of the corridor including, but not limited to, payment collection, enforcement, and planning level cost estimates to build and operate the program. The cost analysis will also consider how revenues from managed lanes segments will be used to fund the associated programmatic elements of each managed lanes concept.

The consultant will also outline leading options for payment collection and enforcement based on regional context including the benefits and tradeoffs, risks, and policy requirements for each option.

Subtask 8b: Funding and implementation plan

Building off of the implementation and operational costs and revenue assumptions for the preferred managed lanes concept(s), the consultant will work with Transportation Authority staff to identify potential funding sources and define next steps for implementation, including

lead agencies, potential risks, and coordinating agencies. The implementation plan will also include an institutional analysis of governance options for any recommended designs.

The consultant will document the options and recommendations from the financial and operational analysis and funding and implementation plan in a memo.

(Optional) Subtask 8c: Detailed design

In this optional subtask, up to 2 preferred design(s) identified from Task 5 and round 3 of public outreach will be advanced to 10% design.

Deliverables:

1. *Draft and final financial and operational analysis and funding and implementation plan memo*
2. *(Optional) 10% design of leading managed lane concept(s)*



San Francisco
County Transportation
Authority

BD111924

RESOLUTION NO. 25-24

RESOLUTION AWARDING A TWO-YEAR PROFESSIONAL SERVICES CONTRACT WITH HNTB CORPORATION IN AN AMOUNT NOT TO EXCEED \$1,103,000 FOR TECHNICAL SERVICES FOR THE SAN FRANCISCO FREEWAY NETWORK MANAGEMENT STUDY; AND AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE CONTRACT PAYMENT TERMS AND NON-MATERIAL TERMS AND CONDITIONS

WHEREAS, In July 2024, the Board adopted the 2023 Prop L 5-Year Prioritization Program for Managed Lanes and Express Bus, and appropriated \$1,000,000 in Prop L funds for the San Francisco Freeway Network Management Study (Study);

WHEREAS, The Study responds to the Board's feedback to reconsider pricing as a tool to improve the overall efficiency of the city's freeway network and reduce vehicle miles traveled within San Francisco; and

WHEREAS, The Study will take a comprehensive look at San Francisco's Freeway Network (U.S. 101, I-280, I-80, and Central Freeway) using new travel data to understand where a managed lane program will best support transportation goals, including a reduction in vehicle miles traveled, and will result in designs and financial and operational analysis for a set of managed lane alternatives on freeway segments in San Francisco, as well as program alternatives to increase transportation options, reduce transportation barriers, and ensure affordability for travelers; and

WHEREAS, The Transportation Authority seeks professional consultant services to support the Study; and

WHEREAS, On August 26, 2024, the Transportation Authority issued a Request for Proposals (RFP) for technical services for the Study; and

WHEREAS, The Transportation Authority received two proposals in response to the RFP by the due date of September 27, 2024; and

WHEREAS, A selection panel comprised of Transportation Authority and



Metropolitan Transportation Commission staff interviewed the two firms on October 10, 2024; and

WHEREAS, Based on the results of the competitive process defined in the RFP, the panel recommended award of a consultant contract to the highest-ranked firm of HNTB Corporation; and

WHEREAS, The professional services contract will be funded from a combination of state Caltrans Planning grant and Prop L funds; and

WHEREAS, Anticipated expenditures will be included in the Fiscal Year 2024/25 mid-year budget amendment and sufficient funds will be included in future year budgets to cover the remaining cost of the contract; and

WHEREAS, At its October 23, 2024, meeting, the Community Advisory Committee considered and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby approves a two-year professional services contract with HNTB Corporation in an amount not to exceed \$1,103,000 for technical services for the San Francisco Freeway Network Management Study; and be it further

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

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

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

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Memorandum

AGENDA ITEM 7

DATE: November 21, 2024

TO: Transportation Authority Board

FROM: Anna LaForte - Deputy Director for Policy and Programming

SUBJECT: 12/10/2024 Board Meeting: Allocate \$3,300,000 and Appropriate \$350,000 in Prop L Funds, with Conditions, Allocate \$672,000 in Prop AA Funds, and Allocate \$4,929,000 in Traffic Congestion Mitigation Tax (TNC Tax) Funds, with Conditions, for Six Requests

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Allocate \$2,600,000 in Prop L funds to Peninsula Corridor Joint Powers Board (PCJPB) for:</p> <ol style="list-style-type: none"> Maintenance of Way Track Equipment SOGR - FY25 <p>Allocate \$700,000 in Prop L funds, with conditions, to San Francisco Municipal Transportation Agency (SFMTA) for:</p> <ol style="list-style-type: none"> District 11 Traffic Calming and Sideshow Deterrence [NTP] <p>Appropriate \$350,000 in Prop L funds, with conditions, for:</p> <ol style="list-style-type: none"> West Side Network Study (\$250,000) AV Resource Portal (\$100,000) <p>Allocate \$672,000 in Prop AA funds to San Francisco Public Works (SFPW) for:</p> <ol style="list-style-type: none"> Innes Avenue Sidewalk Improvements <p>Allocate \$4,929,000 in Traffic Congestion Mitigation Tax (TNC Tax) funds, with conditions, to SFMTA for:</p> <ol style="list-style-type: none"> Vision Zero Quick-Build Implementation FY25 <p>SUMMARY</p> <p>Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s). Attachment 2 provides a brief</p>	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Fund Allocation <input checked="" type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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<p>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>	
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DISCUSSION

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

FINANCIAL IMPACT

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

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

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

CAC POSITION

The CAC considered this item at its November 20, 2024, meeting and unanimously adopted a motion of support for the staff recommendation.



SUPPLEMENTAL MATERIALS

- Attachment 1 - Summary of Requests
- Attachment 2 - Project Descriptions
- Attachment 3 - Staff Recommendations
- Attachment 4 - Prop L, Prop AA, and TNC Tax Allocation Summaries - FY 2024/25
- Attachment 5 - Allocation Request Forms (6)
- Attachment 6 - Resolution

Attachment 1: Summary of Requests Received

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

Footnotes

- ¹ "EP Line No./Category" is the Prop L Expenditure Plan line number referenced in the 2023 Prop L Strategic Plan Baseline, or the Prop AA Expenditure Plan category referenced in the 2022 Prop AA Strategic Plan, including Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit), or the Traffic Congestion Mitigation Tax (TNC Tax) category referenced in the Program Guidelines (2023).
- ² Acronyms: PCJPB (Peninsula Corridor Joint Powers Board), SFMTA (San Francisco Municipal Transportation Agency), SFCTA (San Francisco County Transportation Authority), and SFPW (San Francisco Public Works)
- ³ "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop L funds expected to be available for a given Prop L Expenditure Plan line item by the total expected funding for that Prop L Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop L funds should cover 90% of the total costs for all projects in that program, and Prop L should cover only 10%.
- ⁴ "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop L, non-Prop AA, or non-TNC Tax funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop L dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

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

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Requested	Prop AA Funds Requested	TNC Tax Funds Requested	Project Description
8	PCJPB	Maintenance of Way Track Equipment SOGR - FY25	\$ 2,600,000	\$ -	\$ -	Requested funds will be used to purchase critical track maintenance-of-way equipment to keep the Caltrain track in a state of good repair. Renovating the infrastructure at or around the tracks improves the reliability and the safety of operations, reduces the risk of harm, and limits the impact to the customers and employees in case of an incident. The project is expected be open for use by June 2027.
25	SFMTA	District 11 Traffic Calming and Sideshow Deterrence [NTP]	\$ 700,000	\$ -	\$ -	Requested Neighborhood Program funds will be used to plan, design, and construct traffic calming and sideshow deterrence measures at various locations in District 11 with the goal of keeping local streets safe for pedestrians and bicyclists, by preempting speeding and cut-through traffic on local neighborhood streets, and reducing the incidence of illegal exhibition driving activity. This request will fund traffic calming measures at approximately 27 locations, including speed humps, speed cushions, speed tables, and raised (asphalt) crosswalks. This request will also fund sideshow deterrence measures at approximately 10 locations, including centerline and corner hardening with rubber speed humps, delineator posts, and botts dots. See attached allocation request form for list of potential locations. The project is expected to be open for use by September 2027.
27	SFCTA	West Side Network Study	\$ 250,000	\$ -	\$ -	The West Side Network Study is a joint effort by SFCTA, SF Planning, and SFMTA that will analyze the expected performance of the planned multimodal west side transportation network in the context of the SFTP+ expected growth scenario. The study will seek to identify specific areas of need and additional projects to address those needs. The study will result in an area-wide transportation plan and vision, informed by outreach, to support future transportation needs. For west side neighborhoods, the study will result in an area-wide transportation plan and vision to support future transportation needs. Staff expects to present the final report to the Board for approval by December 2025.
28	SFCTA	AV Resource Portal	\$ 100,000	\$ -	\$ -	The AV Resource Portal Project is a joint effort by the SFCTA and SFMTA that aims to provide a one-stop online resource for information about AV legislation, permitting, and data incorporating all local, state and federal publicly available sources, affecting San Francisco and beyond. This project is anticipated to be completed by June 2026.
Ped	SFPW	Innes Avenue Sidewalk Improvements	\$ -	\$ 672,000	\$ -	Requested funds will construct pedestrian safety and accessibility improvements along Innes Avenue, between Arelious Walker and Donahue Street. Improvements include 6 ADA compliant curb ramps, 400 feet of new pedestrian safety rockslide catchment fence, and nearly 450 linear feet of new sidewalk, the majority of which is entirely missing. The project is expected be open for use by March 2026. Prop AA funded the design phase for this project, as well.
Quick-Builds	SFMTA	Vision Zero Quick-Build Implementation FY25	\$ -	\$ -	\$ 4,929,000	The Vision Zero Quick-Build Program expedites the delivery of pedestrian safety, bicycle safety, and traffic calming improvements citywide. Quick-build projects are comprised of reversible or adjustable traffic control, such as roadway and curb paint, signs, traffic signal timing updates, traffic lane reconfigurations, and parking and loading adjustments. This request is for funding to implement safety improvements on 8 corridors and programmatic spot improvements at locations on the High Injury Network. See attached allocation request form for the list of corridors. All improvements are expected to be complete by March 2027.
TOTAL			\$3,650,000	\$672,000	\$4,929,000	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

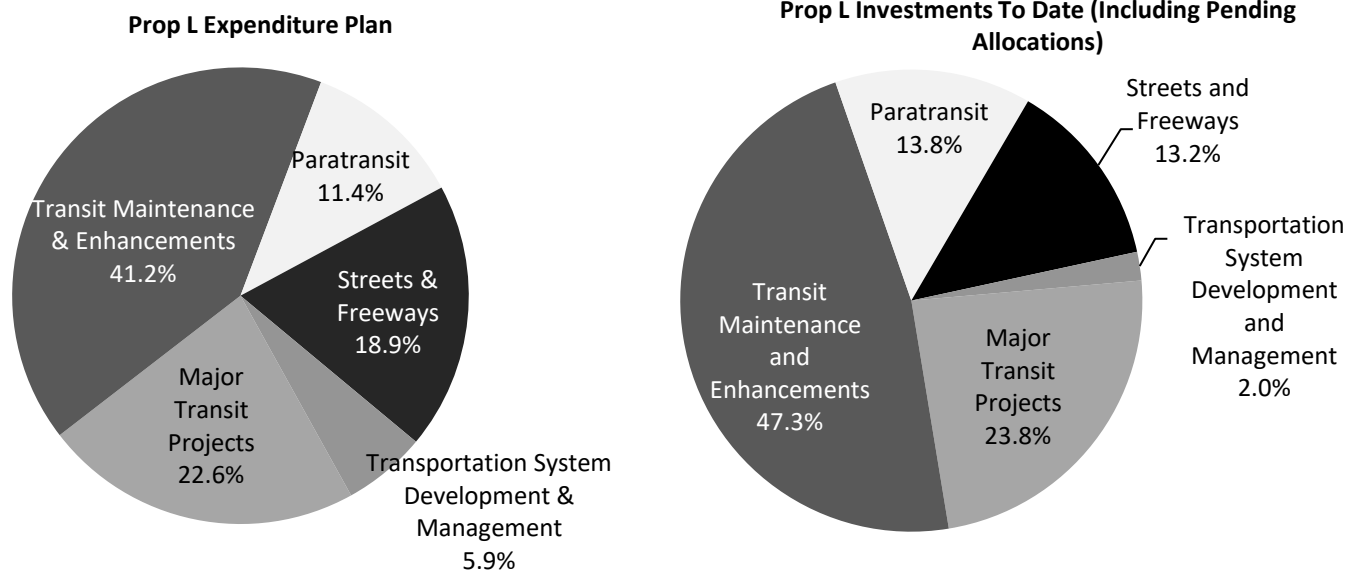
EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Recommended	Prop AA Funds Recommended	TNC Tax Funds Recommended	Recommendations
8	PCJPB	Maintenance of Way Track Equipment SOGR - FY25	\$ 2,600,000	\$ -	\$ -	
25	SFMTA	District 11 Traffic Calming and Sideshow Deterrence [NTP]	\$ 700,000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

¹ See Attachment 1 for footnotes.

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

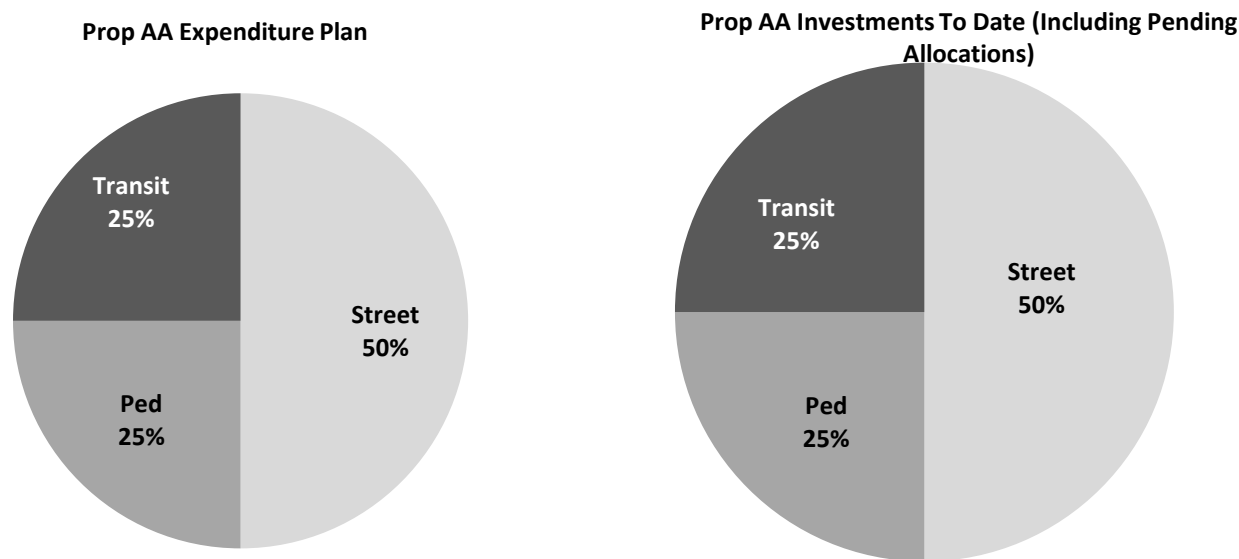
PROP L SALES TAX						
FY 2024/25	Total	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29
Prior Allocations	\$ 81,762,672	\$ 17,800,072	\$ 38,803,282	\$ 19,004,318	\$ 6,155,000	\$ -
Current Request(s)	\$ 3,650,000	\$ 733,838	\$ 1,091,162	\$ 775,000	\$ 1,050,000	\$ -
New Total Allocations	\$ 85,412,672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

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



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

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



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

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

San Francisco County Transportation Authority Allocation Request Form

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

EXPENDITURE PLAN INFORMATION

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

REQUEST

Brief Project Description

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

Detailed Scope, Project Benefits and Community Outreach

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

Project Location

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

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

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

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

San Francisco County Transportation Authority Allocation Request Form

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

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

San Francisco County Transportation Authority Allocation Request Form

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

FUNDING PLAN - FOR CURRENT REQUEST

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

COST SUMMARY

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

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

PROJECT: Maintenance of Way Track Equipment SOGR - FY25

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

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

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

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

San Francisco County Transportation Authority Allocation Request Form

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

SFCTA RECOMMENDATION

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

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

Cash Flow Distribution Schedule by Fiscal Year

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

Deliverables

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

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

San Francisco County Transportation Authority Allocation Request Form

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

EXPENDITURE PLAN SUMMARY

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

Initials of sponsor staff member verifying the above statement:

AH

CONTACT INFORMATION

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

San Francisco County Transportation Authority Allocation Request Form

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

EXPENDITURE PLAN INFORMATION

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

REQUEST

Brief Project Description

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

Detailed Scope, Project Benefits and Community Outreach

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

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

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

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

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

Scope includes:

Task 1: Develop List of Locations

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

Task 2: Traffic Calming Measures

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

Task 3: Sideshow Deterrence Measures

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

Task 4: Computer Aided Design (CAD)

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

Task 5: Project Administration and Construction Support

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

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

Project Location

Various District 11 locations

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

Project Phase(s)

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

Justification for Multi-phase Request

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

5YPP/STRATEGIC PLAN INFORMATION

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

San Francisco County Transportation Authority Allocation Request Form

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

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

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

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

MAJOR LINE ITEM BUDGET

PLANNING PHASE - BUDGET SUMMARY						
Agency	Task 1	Task 2	Task 3	Task 4	Task 5	Total
SFMTA	\$ 50,000.00	\$ -	\$ -	\$ -	\$ -	\$ 50,000
Total	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ 50,000

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

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

* e.g. PUC costs

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

MAJOR LINE ITEM BUDGET

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

Assumptions: 27 traffic calming devices and 10 sideshow deterrence intersections

San Francisco County Transportation Authority Allocation Request Form

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

FUNDING PLAN - FOR CURRENT REQUEST

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

COST SUMMARY

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

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

San Francisco County Transportation Authority Allocation Request Form

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

SFCTA RECOMMENDATION

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

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

Cash Flow Distribution Schedule by Fiscal Year

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

Deliverables

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

Notes

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

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

Cash Flow Distribution Schedule by Fiscal Year

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

Deliverables
1. Quarterly progress reports shall include % complete of the funded phase, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.
2. Upon completion of the design phase, provide evidence of completion of design (e.g. copy of certifications page, internal design completion documentation, design completion work-order, or similar).
Notes
1. Progress reports will be shared with the District 11 Commissioner.

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

Cash Flow Distribution Schedule by Fiscal Year			
Fund Source	FY2026/27	FY2027/28	Total
PROP L EP-225	\$225,000	\$325,000	\$550,000

Deliverables
1. Quarterly progress reports (QPRs) shall include % complete to date, details of status and work completed to date by location, photos of work being performed at representative locations, upcoming project milestones (e.g. ground-breaking, ribbon-cutting), and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.
2. With the first QPR (due December 2026) following initiation of fieldwork Sponsor shall provide a photo documenting compliance with the Prop L attribution requirements as described in the SGA; and on completion of the project Sponsor shall provide 2-3 photos of completed work at representative locations.
Special Conditions
1. The Transportation Authority will not reimburse SFMTA for construction phase expenses until Transportation Authority staff releases the funds pending receipt of the final list of improvements by location, as confirmed by the District 11 Supervisor.
Notes
1. Progress reports will be shared with the District 11 Commissioner.

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

San Francisco County Transportation Authority Allocation Request Form

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

EXPENDITURE PLAN SUMMARY

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

Initials of sponsor staff member verifying the above statement:
DC

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Damon Curtis	Joel C Goldberg
Title:	Project Manager	Grants Procurement Manager
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FY25 District 11 Traffic Calming & Sideshow Deterrence [NTP] Preliminary List of Potential Locations
 SFMTA Project Number 100xxxxx - PLN, DD, CON Phase

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

Total Speed Humps:	0
Total 3-lump Speed Cushions:	43
Total 5-lump Speed Cushions:	0
Total Raised Crosswalks:	0
Total Rubber Humps:	56
Grand Total:	99

San Francisco County Transportation Authority Allocation Request Form

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

EXPENDITURE PLAN INFORMATION

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

REQUEST

Brief Project Description

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

Detailed Scope, Project Benefits and Community Outreach

See attached scope

Project Location

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

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

Project Phase(s)

Planning/Conceptual Engineering (PLAN)

West Side Network Study Scope

Statement of study purpose:

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

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

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

Tasks

1. Plan Review

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

Deliverables:

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

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

2. Goals Framework

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

Deliverables:

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

3. Baseline and Future Network Performance

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

Deliverables:

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

4. Gaps Assessment

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

Deliverables:

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

5. Stakeholder Outreach

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

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

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

- a. Round 1 will be conducted through the SFTP+ (anticipated Spring 2025).
Questions to be asked: *What identified west side needs should be prioritized? Are there additional needs which we missed?*
 - i. West Side provides: Summarized SF-CHAMP results for 2023 and 2050 measuring west side goals; Summarized SF-CHAMP 2023 and 2050 corridor-level metrics for corridors proposed for increased housing capacity. (task 3 deliverables)
 - ii. West Side provides: Shared messaging across PD, SFMTA, SFCTA, about the expected performance of the transportation system in 2050 and SF's proactive approach to identifying and addressing needs (builds on task 3 and 4 deliverables)

- b. Round 2 will be conducted through the SFTP+ (takes place after Task 6) Goal of Round 2 outreach for west side is to inform project development next-steps for individual solutions and inform a preliminary prioritization of solutions:
 - i. West Side provides: Materials to communicate proposed mid-term solutions (6a).
 - ii. West Side provides: Shared messaging across PD, SFMTA, SFCTA, about how individual solutions are intended to improve the expected performance of the transportation system and address known west side needs

Deliverables:

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

6. Solutions Development

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

Deliverables:

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

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

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

7. Draft and Final Report (SFCTA)

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

Deliverables:

- *Final Report*

5YPP/STRATEGIC PLAN INFORMATION

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

San Francisco County Transportation Authority Allocation Request Form

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

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

- Task 1 - Plan Review December--> January 2025
- Task 2 - Goals Framework December --> January 2025
- Task 3 - Baseline Future-Year Westside Network Performance December 2024--> March 2025
- Task 4 - Gaps Assessment December 2024 --> April 2025
- Task 5 - Stakeholder Outreach; Round 1 in May 2025; Round 2 in Fall 2025
- Task 6 - Solution Development April 2025 --> September 2025
- Task 7 - Final Report; Winter 2025

San Francisco County Transportation Authority Allocation Request Form

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

FUNDING PLAN - FOR CURRENT REQUEST

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

COST SUMMARY

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

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

**San Francisco County Transportation Authority
Prop L/Prop AA/Prop D TNC Allocation Request Form**

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

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

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

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

San Francisco County Transportation Authority Allocation Request Form

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

SFCTA RECOMMENDATION

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

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

Cash Flow Distribution Schedule by Fiscal Year

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

Deliverables

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

Special Conditions

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

Notes

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

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

San Francisco County Transportation Authority Allocation Request Form

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

EXPENDITURE PLAN SUMMARY

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

Initials of sponsor staff member verifying the above statement:

EL

CONTACT INFORMATION

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

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

EXPENDITURE PLAN INFORMATION

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

REQUEST

Brief Project Description

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

Detailed Scope, Project Benefits and Community Outreach

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

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

Contents

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

Task 1. AV Resource Dashboard

Task 1A

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

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

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

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

Key activities:

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

Preliminary Deliverables:

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

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

Task 1B

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

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

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

Key activities:

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

Preliminary Deliverables:

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

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

Task 2. San Francisco AV Permits Overview

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

Key activities:

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

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

Task 3. AV Regulation Resources

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

Key activities:

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

Deliverables:

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

Task 4. AV Research Portal

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

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

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

San Francisco

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

Project Phase(s)

Planning/Conceptual Engineering (PLAN)

5YPP/STRATEGIC PLAN INFORMATION

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

Justification for Necessary Amendment

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

San Francisco County Transportation Authority Allocation Request Form

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

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

See schedule details attached.

Schedule

Table 1: Schedule by task

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

San Francisco County Transportation Authority Allocation Request Form

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

FUNDING PLAN - FOR CURRENT REQUEST

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

COST SUMMARY

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

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

**San Francisco County Transportation Authority
Prop L/Prop AA/Prop D TNC Allocation Request Form**

MAJOR LINE ITEM BUDGET

BUDGET SUMMARY						
Agency	Task 1 - AV Dashboard	Task 2 - AV Permit Overview	Task 3 - AV Regulation Resources	Task 4 - AV Research Portal		Total
SFCTA	\$ 41,369	\$ 19,327	\$ 18,292	\$ 19,151		\$ 98,139
SFMTA	\$ 29,957	\$ -	\$ -	\$ -		\$ 29,957
Consultant	\$ -	\$ -	\$ -	\$ -		\$ -
Other Direct Costs *	\$ -	\$ -	\$ -	\$ -		\$ -
Total	\$ 71,326	\$ 19,327	\$ 18,292	\$ 19,151		\$ 128,096

* Direct Costs include mailing, reproduction costs room rental fees.

San Francisco County Transportation Authority Prop L/Prop AA/Prop D TNC Allocation Request Form

DETAILED LABOR COST ESTIMATE - BY AGENCY						
SFCTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Principal Transportation Modeler	360	\$ 86	2.42	\$ 207	0.17	\$ 74,545
TD&A Deputy Director	30	\$ 113	2.42	\$ 272	0.01	\$ 8,168
Senior Graphics Designer	76	\$ 53	2.42	\$ 127	0.04	\$ 9,659
Director of Communications	25	\$ 95	2.42	\$ 231	0.01	\$ 5,767
Total	491.00				0.23	\$ 98,139

SFMTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Analytics Engineer	28	\$ 114	1.83	\$ 208	0.01	\$ 5,828
Principal Analyst	12	\$ 114	1.83	\$ 208	0.006	\$ 2,490
Transit Planner II	134	\$ 88	1.83	\$ 161	0.06	\$ 21,638
Total	174.00				0.08	\$ 29,957

San Francisco County Transportation Authority Allocation Request Form

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

SFCTA RECOMMENDATION

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

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

Cash Flow Distribution Schedule by Fiscal Year

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

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete of the funded phase, % complete by task, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.
2. Upon completion, SFCTA shall present the AV Resource Portal webpage and the dashboard, permits overview, regulation resources, and research portal to the Board and CAC.

Special Conditions

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

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

San Francisco County Transportation Authority Allocation Request Form

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

EXPENDITURE PLAN SUMMARY

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

Initials of sponsor staff member verifying the above statement:

JPV

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Jean Paul Velez	Anna LaForte
Title:	Principal Transportation Planner, Technology Policy	Deputy Director for Policy & Programming
Phone:	555-5555	(415) 522-4805
Email:	jean.paul@sfcta.org	anna.laforte@sfcta.org

San Francisco County Transportation Authority Allocation Request Form

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

EXPENDITURE PLAN INFORMATION

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

REQUEST

Brief Project Description

Pedestrian safety and accessibility along Innes Avenue, between Arelious Walker and Donahue Street. Improvements include construction of 6 ADA compliant curb ramps, 400 feet of new pedestrian safety rockslide catchment fence, and nearly 450 linear feet of new sidewalk, the majority of which is entirely missing.

Detailed Scope, Project Benefits and Community Outreach

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

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

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

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

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

Project Location

Innes Ave from Arelious Walker to Donahue Street

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

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

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

San Francisco County Transportation Authority Allocation Request Form

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

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

San Francisco County Transportation Authority Allocation Request Form

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

FUNDING PLAN - FOR CURRENT REQUEST

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

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

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

COST SUMMARY

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

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

**San Francisco County Transportation Authority
Prop L/Prop AA/ TNC Tax Allocation Request Form**

MAJOR LINE ITEM BUDGET - INNES AVENUE SIDEWALK IMPROVEMENTS

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

San Francisco County Transportation Authority Allocation Request Form

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

SFCTA RECOMMENDATION

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

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

Cash Flow Distribution Schedule by Fiscal Year

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

Deliverables

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

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

Notes

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

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

San Francisco County Transportation Authority Allocation Request Form

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

EXPENDITURE PLAN SUMMARY

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

Initials of sponsor staff member verifying the above statement:
JLY

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Therese Topacio	Victoria Chan
Title:	Project Manager	Budget Manager
Phone:	555-5555	(415) 205-6316
Email:	therese.topacio@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:	\$4,929,000
Supervisory District	Citywide

REQUEST

Brief Project Description

The Vision Zero Quick-Build Program expedites the delivery of pedestrian safety, bicycle safety, and traffic calming improvements citywide. Quick-build projects are comprised of reversible or adjustable traffic control, such as roadway and curb paint, signs, traffic signal timing updates, traffic lane reconfigurations, and parking and loading adjustments. This request is for funding to implement safety improvements on 8 corridors and programmatic spot improvements at locations on the High Injury Network.

Detailed Scope, Project Benefits and Community Outreach

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

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

Corridor Projects:

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

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

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

Programmatic Spot Improvements:

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

Outreach and Communications Support:

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

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

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

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

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

Program Management and Administration:

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

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

Project Location

Various locations citywide

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

Project Phase(s)

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

Justification for Multi-phase Request

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

5YPP/STRATEGIC PLAN INFORMATION

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

Justification for Necessary Amendment

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

San Francisco County Transportation Authority Allocation Request Form

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

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

San Francisco County Transportation Authority Allocation Request Form

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

FUNDING PLAN - FOR CURRENT REQUEST

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

COST SUMMARY

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

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

Typical Unit Cost Estimates for Quick-Build Project Elements

Notes

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

Typical Unit Costs - SFMTA Paint Shop

ITEM #	DESCRIPTION	UNIT	Typical Unit Cost
1	12" Crosswalk Lines / Stop Bars	Lin Ft	\$9.56
2	4" Broken White or Yellow	Lin Ft	\$2.73
3	4" Solid White or Yellow	Lin Ft	\$4.80
4	6" Broken White	Lin Ft	\$3.95
5	6" Solid White	Lin Ft	\$6.00
6	8" Broken White or Yellow	Lin Ft	\$5.40
7	8" Solid White or Yellow	Lin Ft	\$7.04
8	Double Yellow	Lin Ft	\$9.41
9	Two Way Left Turn Lanes (ea line)	Lin Ft	\$6.26
10	Raised Pavement Markers (White or Yellow)	Each	\$22.01
11	Per Block Fees	Each	\$1,521.96
12	Parking Stalls (Angle Stalls or "T"s)	Each	\$52.92
13	Bus Zones	Lin Ft	\$11.65
14	a. Ped Ramp Painting (inside Metro Dist.)	Int.	\$574.84
15	b. Ped Ramp Painting (outside Metro Dist.)	Int.	\$385.05
16	Color Curb Painting	Lin Ft	\$15.33
17	Green Sharrow Backing - thermoplastic	Sq Ft	\$24.02
18	Green/Red Lane - thermoplastic	Sq Ft	\$24.02
19	Bike box	Sq Ft	\$24.02
20	Khaki paint for Painted Safety Zones	Sq Ft	\$24.02
21	Methacrylate pavement legends	Sq Ft	\$18.25

Typical Unit Costs - SFMTA Sign and Signal Shop

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

Typical Unit Costs - SFMTA Meter Shop

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

Typical Unit Costs - SFPW

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



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

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

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



Quick-Build Tasks by Phase

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

San Francisco County Transportation Authority Allocation Request Form

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

SFCTA RECOMMENDATION

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

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

Cash Flow Distribution Schedule by Fiscal Year

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

Deliverables

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

Special Conditions

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

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

Cash Flow Distribution Schedule by Fiscal Year

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

Deliverables

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

2. SFMTA shall provide regular project evaluation updates. Publication of project evaluations via SFMTA's Safe Streets Evaluation program will be accepted to fulfill this deliverable, so long as the corridors included in this request are addressed.

Special Conditions

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

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

San Francisco County Transportation Authority Allocation Request Form

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

EXPENDITURE PLAN SUMMARY

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

Initials of sponsor staff member verifying the above statement:

ML

CONTACT INFORMATION

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

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

Programming and Allocations

Pending December 17, 2024 Board

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

FOOTNOTES:

- ¹ Programming: \$2,505,686 to SFMTA's FY21 Vision Zero Quick-Build Program; and \$5,000,000 to SFMTA's FY22 Vision Zero Quick-Build Program (Resolution 2021-015, 10/27/2020).
- ² Allocation: \$2,505,686 to Vision Zero Quick-Build Program FY21 (Resolution 2021-016, 10/27/2020).
- ³ Allocation: \$3,000,000 to FY22 Vision Zero Quick-Build Program Implementation (Resolution 2022-020, 12/14/2021).
- ⁴ Allocation: \$2,000,000 from SFMTA's FY22 Vision Zero Quick-Build Program to FY23 Vision Zero Quick-Build Program Implementation (Part 1) (Resolution 2023-032, 2/28/2023).
- ⁵ Programming: \$2,451,857 to SFMTA's FY23 Vision Zero Quick-Build Program; \$9,493,883 to SFMTA's FY24 Vision Zero Quick-Build Program; \$5,400,000 to SFMTA's FY22 Application-Based Residential Traffic Calming; and \$4,270,000 to SFMTA's FY24 & FY25 Application-Based Residential Traffic Calming Program (Resolution 2023-042, 4/25/2023).
- ⁶ Allocation: \$2,451,857 to FY23 Vision Zero Quick-Build Program (Part 2) (Resolution 2023-043, 4/25/2023).

- ⁷ Allocation: \$4,270,000 to FY24 & FY25 Application-Based Residential Traffic Calming Program (Resolution 2023-049, 5/23/23).
- ⁸ Allocation: \$6,000,000 to Vision Zero Quick-Build Program Implementation FY24 (Resolution 2024-023, 12/12/23).
- ⁹ Allocation: \$3,493,000 to Vision Zero Quick-Build Implementation FY25 (Resolution 2025-011, 9/24/24).
- ¹⁰ Amendment to reprogram \$4,929,000 from the FY22 Application-Based Residential Traffic Calming Program to the FY25 Vision Zero Quick-Build Program, with concurrent allocation of funds (Resolution 2025-0xx, 12/17/24).
- FY22 Application-Based Residential Traffic Calming Program: Reduced from \$5,400,000 to \$471,000 in FY23/24
 - FY25 Vision Zero Quick-Build Program: Added project in FY24/25 with \$1,521,000 for design and \$3,408,000 for construction



San Francisco
County Transportation
Authority

BD121024

RESOLUTION NO. 25-XX

RESOLUTION ALLOCATING \$3,300,000 AND APPROPRIATING \$350,000 IN PROP L FUNDS, WITH CONDITIONS, ALLOCATING \$672,000 IN PROP AA FUNDS, AND ALLOCATING \$4,929,000 IN TRAFFIC CONGESTION MITIGATION TAX (TNC TAX) FUNDS, WITH CONDITIONS, FOR SIX REQUESTS

WHEREAS, The Transportation Authority received six requests for a total of \$3,650,000 in Prop L transportation sales tax funds, \$672,000 in Prop AA vehicle registration fee funds and \$4,929,000 in Traffic Congestion Mitigation (Prop D 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 following Prop L Expenditure Plan programs: Neighborhood Transportation Program, Development Oriented Transportation, and Citywide / Modal Planning; the Transit Reliability and Mobility Enhancements category of Prop AA; and 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 each of the aforementioned Prop L programs and Prop AA category; and

WHEREAS, Four of the five Prop L requests are consistent with the relevant 5YPP; and

WHEREAS, Transportation Authority staff's request for the AV Resource Portal requires amendment of the Prop L Citywide/Modal Planning 5YPP to reprogram \$100,000 from the AV Safety and Metrics Standards project to the subject project as detailed in the attached allocation request form; and

WHEREAS, The San Francisco Municipal Transportation Agency's request for the Vision Zero Quick-Build Implementation FY25 requires amendment of the Prop D TNC Tax Project List to reprogram \$4,929,000 from the FY22 Applications Based



Traffic Calming project to the subject project as detailed in the attached allocation request form; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating \$3,300,000 and appropriating \$350,000 in Prop L funds, with conditions, allocating \$672,000 in Prop AA funds, and allocating \$6,000,000 in TNC Tax funds, with conditions, for six requests, as described in Attachment 3 and detailed in the attached allocation request forms, which include staff recommendations for Prop L, Prop AA, and TNC Tax allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

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

WHEREAS, At its November 20, 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 L Citywide/Modal Planning 5YPP to reprogram \$100,000 from the AV Safety and Metrics Standards project to the subject project as detailed in the attached allocation request form; and; and be it further

RESOLVED, That the Transportation Authority hereby amends the Prop D TNC Tax Project List to reprogram \$4,929,000 from the FY22 Applications Based Traffic Calming project to the subject project as detailed in the attached allocation request form; and; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$3,300,000 and appropriates \$350,000 in Prop L funds, with conditions, \$672,000 in Prop AA funds, and \$4,929,000 in TNC Tax funds for six 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, the relevant 5YPPs, the 2022 Prop AA Strategic Plan, 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 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, Prop AA, and TNC Tax Allocation Summaries - FY 2024/25
5. Allocation Request Forms (6)

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Memorandum

AGENDA ITEM 8

DATE: December 4, 2024

TO: Transportation Authority Board

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

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

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> • Authorize the Executive Director to Execute a Memorandum of Understanding (MOU) with the TJPA, the Metropolitan Transportation Commission (MTC), the Peninsula Corridor Joint Powers Board (Caltrain), the California High-Speed Rail Authority (CHSRA), and the City and County of San Francisco (CCSF) to support implementation of The Portal project, also known as DTX • Allocate \$9,000,000 in Prop L Funds, with conditions, to the TJPA for The Portal project Engineering Phase Activities • Amend the Prop K Grants for the DTX Tunnel Engineering Options Study and DTX Project Development Activities Under Notice-to-Proceed #2B to allow TJPA to use the combined remaining balance of \$921,395 for The Portal project Engineering Phase Activities <p>SUMMARY</p> <p>The Portal/DTX project will extend Caltrain from its current terminus at Fourth and King streets to the Salesforce Transit</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 checked="" type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input checked="" type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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Center and will also serve future CHSRA operations. TJPA is the lead agency for The Portal project and is developing the project in partnership with the Transportation Authority, Caltrain, CHSRA, MTC, and CCSF. The estimated capital cost of the project is \$7.52 billion; with inclusion of the completed underground trainbox at the Transit Center, the federally reported total is \$8.25 billion. In 2020, the six partner agencies executed the San Francisco Peninsula Rail Program MOU, which defined a work program intended to bring the project to ready-for-procurement status and which described the governance structure to oversee and manage this work program. Since that time, TJPA and partner agencies have advanced the project through the Federal Transit Administration (FTA) Capital Investment Grant (CIG) process, including advancing to the FTA Engineering Phase of project development and securing establishment of the CIG funding share of \$3.38 billion. The Transportation Authority and MTC have led preparation of The Portal Project Implementation MOU, among the same partner agencies, to support TJPA's delivery of the project. All six partner agencies plan to consider the MOU for approval by January 2025. TJPA has requested \$9,000,000 in Prop L funds for The Portal project Engineering Phase activities, and amendments to two Prop K grants for the DTX project to allow \$921,395 in cost savings to additionally fund the scope of work.

BACKGROUND

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

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

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



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

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

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

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

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



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

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

DISCUSSION

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

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

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



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

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

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

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

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

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

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



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

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

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

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

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



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

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

FINANCIAL IMPACT

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

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

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

Sufficient funds are included in the Fiscal Year 2024/25 Budget to accommodate the recommended actions. Furthermore, sufficient funds will be included in future year budgets to cover the recommended cash flow distribution for those respective fiscal years.

The recommended Implementation MOU does not establish funding contributions or payment between the partner agencies for the project, and the MOU does not commit the Transportation Authority or any other partner agency to provide any resources other than those that an agency has already funded and programmed to support The Portal.

CAC POSITION

The CAC considered this item at its November 20, 2024, meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Summary of Request Received
- Attachment 2 - Project Description



- Attachment 3 - Staff Recommendations
- Attachment 4 - Prop L Allocation Summary: FY 2024/25
- Attachment 5 - Allocation Request Form
- Attachment 6 - Resolution
- Enclosure: The Portal Project Implementation Memorandum of Understanding (Draft)

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

Footnotes

¹ "EP Line No./Category" is the Prop L Expenditure Plan line number referenced in the 2023 Prop L Strategic Plan Baseline.

² Acronyms: TJPA (Transbay Joint Powers Authority)

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

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

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Requested	Project Description
5	TJPA	The Portal Project Engineering Phase Activities	\$ 9,000,000	The Portal/DTX project will extend Caltrain 1.3 miles from its current terminus at Fourth and King streets to the Salesforce Transit Center at First and Mission streets, with accommodations for future high-speed rail. The requested allocation will fund: a portion of the Program Management Construction Management contract related to preparation of 90%, 100%, and Issue for Bid Documents for Advance Utility design work, preparation of Progressive Design Build procurement documents for the Main Civil and Tunnel package for the DTX tunnel and structures, preparation of Construction Management General Contractor procurement documents, development of critical third party agreements, and Program Management and Project Controls support; General Engineering Consultant utility relocation design work; and the Caltrain staff and consultant services under agreements with the TJPA necessary to further the design, procurement, asset disposition, operations and maintenance funding, and capital funding for the DTX project. TJPA is also requesting an amendment to two Prop K grants to the DTX project to use the \$921,395 in remaining balance to fund the subject project, as detailed in the attached allocation request form. The Portal/DTX construction is planned to be completed in late 2034, subject to funding availability.
TOTAL			\$9,000,000	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

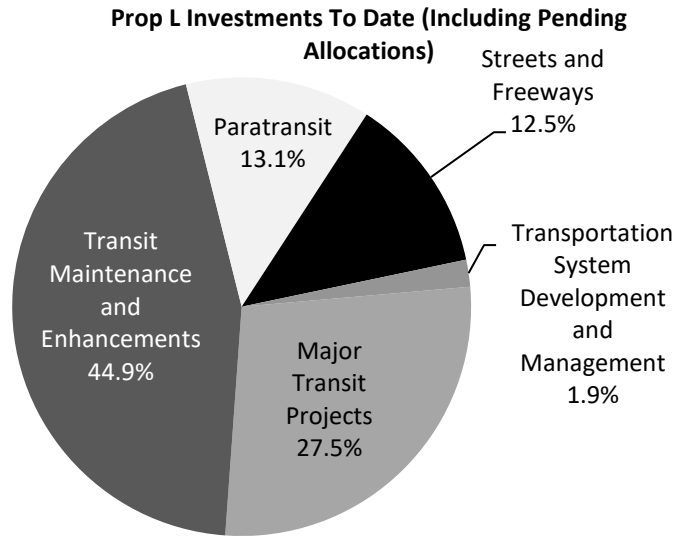
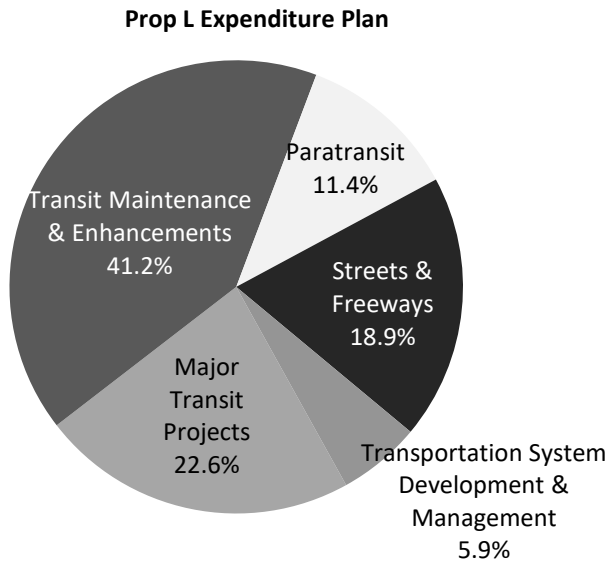
EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Recommended	Recommendations
5	TJPA	The Portal Project Engineering Phase Activities	\$ 9,000,000	<p>Special Condition: Allocation is conditioned on ongoing compliance with the attached SFCTA Oversight Protocol for The Portal.</p> <p>Special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

¹ See Attachment 1 for footnotes.

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

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

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



San Francisco County Transportation Authority Allocation Request Form

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

EXPENDITURE PLAN INFORMATION

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

REQUEST

Brief Project Description

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

Detailed Scope, Project Benefits and Community Outreach

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

Project Location

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

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

Project Phase(s)

Design Engineering (PS&E)

5YPP/STRATEGIC PLAN INFORMATION

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

Justification for Necessary Amendment

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

San Francisco County Transportation Authority Allocation Request Form

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

ENVIRONMENTAL CLEARANCE

Environmental Type:	EIR/EIS
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PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

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

San Francisco County Transportation Authority Allocation Request Form

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

FUNDING PLAN - FOR CURRENT REQUEST

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

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

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

COST SUMMARY

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

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

San Francisco County Transportation Authority Allocation Request Form

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

SFCTA RECOMMENDATION

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

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

Cash Flow Distribution Schedule by Fiscal Year

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

Deliverables

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

Special Conditions

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

2. TJPA will provide information on a quarterly basis to SFCTA regarding sources and uses of funding for The Portal project.

3. On an annual basis, TJPA will consult with SFCTA staff regarding the project's work program, budget/funding, and schedule; TJPA will meet-and-confer on these topics with SFCTA prior to bringing forward the recommended Summary Work Program to the IPMT/IMT and EWG, as described in The Portal Implementation MOU.

4. Presentations on The Portal project will be calendared periodically on the SFCTA Board and/or SFCTA CAC meeting agendas, at the discretion of the SFCTA Board Chair. TJPA staff shall be in attendance to present or answer questions from Board/CAC members, if requested.

5. The recommendation is contingent upon amendments to the Prop K Downtown Extension - Tunnel Engineering Options Study (SGA 105-914029) and Downtown Extension - NTP #2B (SGA 105-914039) projects to allow TJPA to use \$921,395.45 in remaining Prop K funds for the The Portal Project Engineering Phase Activities request. See scope for details.

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

San Francisco County Transportation Authority Allocation Request Form

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

EXPENDITURE PLAN SUMMARY

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

Initials of sponsor staff member verifying the above statement:
MP

CONTACT INFORMATION

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



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

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

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

1 PROJECT MANAGEMENT

1.1 Transbay Joint Powers Authority

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

1.1.1 Funding and Advocacy

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

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

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

1.1.2 Governance and Contract Management

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

1.1.3 Administration

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

1.2 Program Management/Construction Management

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

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

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

1.2.1 Cost Mitigation

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

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

Deliverables:

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

1.2.2 Project Management Tools Development

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

Deliverables:

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

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

1.2.3 FTA Engineering Phase Activities/Requirements

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

Deliverables:

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

2 DESIGN ENGINEERING

2.1 Enabling Works Design

2.1.1 Utility Relocation

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

2.1.2 Building Demolition

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

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

2.1.3 4th and King Yard Site Clearing

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

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

2.2 Civil and Tunnel Progressive Design-Build

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

2.2.1 Progressive Design-Build Procurement

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

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

2.2.2 Preconstruction

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

2.3 Track and Rail Systems Design

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

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

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

2.4 Station Fit-out Design

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

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

3 INTERAGENCY COORDINATION

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

3.1 Caltrain

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

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

3.2 City and County of San Francisco

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

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

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

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

Through FY26-27, work includes:

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

4 PROFESSIONAL SERVICES

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

Examples of this work include the following:

- ◆ Contract development and negotiations

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

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

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

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

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

The following tasks apply to each tranche:

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

Deliverables:

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

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

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

TASK 1

Program Management

1.a Program Management

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

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

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

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

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

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

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

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

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

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

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

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

Deliverables: The following deliverables are planned:

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

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

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

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

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

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

TASK 2

Project Management

2.a Project Management

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

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

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

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

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

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

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

Deliverable: Quarterly risk reports

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

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

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

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

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

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

TASK 3

Construction Management and Construction Support Services

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

Deliverable: Coordination as needed.

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

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

TASK 4

Project Delivery and Contract Development/Compliance

4.a Project Delivery

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

Deliverable: Advice and support as required by TJPA.

TASK 5

Configuration Management

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

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

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

Deliverable: A Requirements Management Plan and execution matrix.

TASK 6

Project Controls

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

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

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

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

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

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

Deliverables:

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

TASK 7

Estimating

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

Deliverable: Documents as requested by TJPA.

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

Scope of Work

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

Project Procurement Tasks

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

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

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

9) *Specifications per Caltrain Standard*

10) *Exclusions:*

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

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

Introduction

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

Tasks and Deliverables

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

2. Financial Planning

a. O&M

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

b. Capital

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

c. 20-Year Financial Plan

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

d. Travel Demand Modeling Support

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

3. Operations and Maintenance

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

4. Environmental Permitting

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

5. Engineering

a. Civil Infrastructure

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

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

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

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

10. Real Estate

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

11. Legal

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

Project Development and Engineering 3-Year Funding Plan Details

As of 11-4-2024

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

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

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

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

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

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

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

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

SFCTA OVERSIGHT PROTOCOL FOR THE PORTAL/DOWNTOWN RAIL EXTENSION

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

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

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

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

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



**San Francisco
County Transportation
Authority**

BD121024

RESOLUTION NO. 25-XX

RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE A MEMORANDUM OF UNDERSTANDING WITH THE TRANSBAY JOINT POWERS AUTHORITY (TJPA), THE METROPOLITAN TRANSPORTATION COMMISSION, THE PENINSULA CORRIDOR JOINT POWERS BOARD, THE CALIFORNIA HIGH-SPEED RAIL AUTHORITY, AND THE CITY AND COUNTY OF SAN FRANCISCO TO SUPPORT IMPLEMENTATION OF THE PORTAL PROJECT, ALSO KNOWN AS THE DOWNTOWN RAIL EXTENSION (DTX); ALLOCATING \$9,000,000 IN PROP L FUNDS, WITH CONDITIONS, FOR THE PORTAL PROJECT ENGINEERING PHASE ACTIVITIES; AND AMENDING THE PROP K GRANTS FOR THE DTX TUNNEL ENGINEERING OPTIONS STUDY AND DTX PROJECT DEVELOPMENT ACTIVITIES UNDER NOTICE-TO-PROCEED #2B TO ALLOW TJPA TO USE THE COMBINED REMAINING BALANCE OF \$921,395 FOR THE PORTAL PROJECT ENGINEERING PHASE ACTIVITIES

WHEREAS, The Portal is a project of local, regional, and statewide significance, that will bring Caltrain and future California High-Speed Rail to the Salesforce Transit Center in downtown San Francisco; and

WHEREAS, In April 2020, through approval of Resolution 20-48, the Transportation Authority Board authorized the execution of the San Francisco Peninsula Rail Program Memorandum of Understanding (Peninsula Rail MOU) between the Transportation Authority and the Transbay Joint Powers Authority (TJPA), the Metropolitan Transportation Commission (MTC), the Peninsula Corridor Joint Powers Board (Caltrain), the California High-Speed Rail Authority (CSHRA), and the City and County of San Francisco; and

WHEREAS, The Peninsula Rail MOU defined a multi-agency work program to develop The Portal to ready-for-procurement status and described an organizational structure to support the development of the project; and



WHEREAS, Under the Peninsula Rail MOU, the Transportation Authority and MTC were responsible for preparing recommendations for governance of The Portal during implementation of the project; and

WHEREAS, In August 2023, the TJPA Board approved The Portal Governance Blueprint (Blueprint), which called for the preparation of a new multi-party MOU to succeed the Peninsula Rail MOU and serve The Portal through delivery of the project; and

WHEREAS, The Peninsula Rail MOU concluded on May 10, 2024; and

WHEREAS, Staff from the Transportation Authority and the MTC have led the preparation of The Portal Project Implementation Memorandum of Understanding (Implementation MOU) to be among the Transportation Authority, TJPA, MTC, Caltrain, CHSRA, and the City and County of San Francisco (collectively, the Partners); and

WHEREAS, The enclosed Implementation MOU describes the multi-agency coordination and engagement processes through which the Partners will support the efforts of the TJPA to deliver The Portal; and

WHEREAS, The Implementation MOU does not establish funding contributions or payment between the Partners, and the MOU does not commit any Partner to provide any resources other than those the agency has already funded and programmed to support The Portal; and

WHEREAS, The term of the Implementation MOU shall be through project construction, commissioning, and the preparation of a project evaluation report to be completed within 12 months of the launch of revenue service on The Portal; and

WHEREAS, The Partners may amend, conclude, or extend the Implementation MOU by mutual agreement; and

WHEREAS, In parallel with the preparation of the Implementation MOU, TJPA and the other Partners prepared a new multi-agency work program reflecting project activities over an approximately three-year period; and



WHEREAS, Consistent with the multi-agency work program, TJPA has prepared a three-year scope-of-work for project activities undertaken by TJPA from Fiscal Year 2024/25 through Fiscal Year 2026/27, including those activities necessary to complete the Engineering Phase of the Federal Transit Administration (FTA) Capital Investment Grant (CIG) process; and

WHEREAS, The Transportation Authority received a request from TJPA for \$9,000,000 in Prop L transportation sales tax funds to support The Portal Engineering Phase activities, as summarized in Attachments 1 and 2 and detailed in the attached allocation request form (Attachment 5); and

WHEREAS, The Transportation Authority received a request from TJPA to amend two Prop K transportation sales tax Standard Grant Agreements (SGAs) to allow use of \$38,838 in cost savings from the DTX Tunnel Engineering Options Study SGA and \$882,557 in cost savings from the DTX Project Development Activities Under Notice-to-Proceed #2B SGA to additionally support The Portal Engineering Phase Activities; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating \$9,000,000, with conditions, to TJPA for The Portal Project Engineering Phase Activities and amending the two subject SGAs to allow TJPA to use the combined remaining balance of \$921,395 for The Portal Project Engineering Phase Activities, as described in Attachment 3 and detailed in the attached allocation request form, which include staff recommendations for the Prop L allocation amount, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

WHEREAS, The TJPA's Prop L request seeks funds from the Caltrain Downtown Rail Extension and Pennsylvania Alignment program; and

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



WHEREAS, The TJPA's Prop L request is consistent with the associated 5YPP; and

WHEREAS, The proposed new scope-of-work for the two subject SGA amendments is eligible under the Prop K Expenditure Plan line item that funded the original grants, is closely related to the original grant scope, and is for work that is ready to proceed; and

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

WHEREAS, At its November 20, 2024, meeting, the Community Advisory Committee considered and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby authorizes the Executive Director to execute the enclosed Implementation MOU with TJPA, MTC, Caltrain, CHSRA, and the City and County of San Francisco to support implementation of The Portal project; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$9,000,000 in Prop L funds, with conditions, to TJPA for The Portal Project Engineering Phase Activities, as summarized in Attachment 3 and detailed in the attached allocation request form (Attachment 5); 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 5YPP; and be it further

RESOLVED, That the Transportation Authority hereby amends the Prop K SGAs for the DTX Tunnel Engineering Options Study and the DTX Project Development Activities Under Notice-to-Proceed #2B projects allowing a total of \$921,395 in cost savings to support The Portal Project Engineering Phase Activities as



summarized in Attachments 1 and 2 and detailed in the attached allocation request form (Attachment 5); and be it further

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

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

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

RESOLVED, That as a condition of this authorization for expenditure, the project sponsor 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 is hereby amended, as appropriate.

Attachments:

1. Summary of Request Received
2. Project Description
3. Staff Recommendations
4. Prop L Allocation Summary - FY 2024/25
5. Allocation Request Form

Enclosure:

1. The Portal Project Implementation Memorandum of Understanding (Draft)

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Memorandum

AGENDA ITEM 9

DATE: December 5, 2024

TO: Transportation Authority Board

FROM: Carl Holmes - Deputy Director for Capital Projects

SUBJECT: 12/10/24 Board Meeting: Award a Construction Contract to the Lowest Responsible and Responsive Bidder, Thompson Builders Corporation, in an Amount Not to Exceed \$8,965,637, with Conditions; Authorize an Additional Construction Allotment of \$896,564 for a Total Construction Allotment Not to Exceed \$9,862,201, with Conditions; and Authorize the Executive Director to Execute All Other Related Supporting and Supplemental Agreements for the Pier E-2 Parking Lot and Torpedo Building Retrofit Projects

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> • Award a construction contract to the lowest responsible and responsive bidder, Thompson Builders Corporation, in an amount not to exceed \$8,965,637 • Authorize an additional construction allotment of \$896,564, for a total construction allotment not to exceed \$9,862,201, for the Pier E-2 Parking Lot and Torpedo Building Retrofit Projects • Authorize the Executive Director to negotiate contract payment terms and non-material contract terms and conditions • Authorize the Executive Director to execute all other related supporting and supplemental agreements <p>SUMMARY</p> <p>We are delivering the Pier E-2 Parking Lot Project (Pier E2 Project) on behalf of the Bay Area Toll Authority (BATA). The Pier E-2 Project will improve public parking and restroom facilities for the existing Pier E-2 park built to commemorate the historic east span of the Bay Bridge. We are delivering the Torpedo Building (Torpedo Project) as an environmental</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 checked="" type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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mitigation for the Yerba Buena Island (YBI) Southgate Road Realignment Improvement Project (Southgate Road Project). The Torpedo Project will weatherproof the historic Torpedo Building adjacent to the existing Pier E-2 Park. With a total budget valued at \$12,084,561, the two projects (the Project) will increase public access to the historic amenities of YBI and Treasure Island.

We advertised the construction contract on August 29, 2024, and received 2 electronic bids on October 15, 2024. After reviewing submitted bids, we determined that the lowest responsive and responsible bidder is Thompson Builders Corporation with a bid of \$8,965,637. We also recommend an additional construction allotment of 10%, or \$896,564, for contingency.

BACKGROUND

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

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

The Torpedo Building is a mitigation measure of the YBI Southgate Road Project, which was opened to traffic in May 2023. The mitigation measure requires preservation work on the Torpedo Building located on the east side of YBI. The



Southgate Road Project is the second phase of the YBI East Side Ramps project. The Southgate Road Project required execution of a Memorandum of Agreement (MOA) between Caltrans and the California State Historic Preservation Officer (SHPO). Subsequently, the Southgate Road Project was determined to have an adverse impact (removal) of Quarters 8, an officer's residence that was determined to be individually eligible for listing in the National Register of Historic Places (National Register). An amended MOA was executed in May 2019 between Caltrans, SHPO and US Coast Guard, to address mitigation responsibilities for the adverse impact. The mitigation measures have been applied to the Torpedo Building (Navy Building 262), which is located on the far northeast tip of YBI, underneath the SFOBB and is now owned by the Treasure Island Development Authority (TIDA), with access through Caltrans' right-of-way underneath the east span of the SFOBB. The Torpedo Building is listed in the National Register and is the last remnant of the former Camp Yerba Buena, a one-time U.S. Army base. The preservation elements identified in the amended MOA included roofing, structural as necessary, and retrofit of damaged, deteriorated, or missing windows and doors. The Transportation Authority, on behalf of TIDA, will contract and manage the construction.

DISCUSSION

Bid Process and Results. On August 29, 2024, we issued an Invitation to Bid (ITB) for construction services for the Project through an electronic bid website.

We conducted active outreach to the contractor community to ensure that robust competition for this procurement opportunity took place. In particular, we coordinated with multiple trade and contractor industry organizations to distribute the appropriate notifications of plan availability for this construction bid opportunity. We prioritized providing access to contract documents and conducting active outreach to the contractor community to encourage participation from DBE and/or SBE firms through the following means:

- Contract announcement placed in five local/ethnic publications: San Francisco Chronicle, San Francisco Examiner, El Reportero, Nichi Bei, and Small Business Exchange; and
- Announcements posted on the Transportation Authority's website, an electronic bid website (Bid Express) and distributed via email.

On September 10, 2024, we held a virtual non-mandatory, pre-bid meeting and networking session, which provided opportunities for interested disadvantaged and small businesses to meet potential prime contractors and form partnerships.



Representatives from 3 firms attended this event, including DBE and SBE and potential prime contractors.

We also held site tours on September 11, 2024 and September 27, 2024.

On the bid-opening date of October 15, 2024, we received and opened two (2) bids in response to the ITB. We and our construction management consultant, GHD Inc., reviewed and evaluated the bids. The verified bid results are listed below in Table 1.

Table 1. Bid Results

BIDDER	AMOUNT
Engineers Estimate	\$7,400,000.00
Thompson Builders Corporation	\$8,965,637.00
S&H Construction, Inc.	\$7,980,690.00

We have determined that Thompson Builders Corporation is the lowest responsible and responsive bidder, bidding \$8,965,637. A detailed bid item list is included in Attachment 2. The amount is approximately 21% over the Engineer's Estimate for the Project's construction cost of \$7,400,000. The other bid by S&H Construction, Inc. was also over the engineer's estimate but was deemed non-responsive as it was missing mandatory qualification requirements for key bid items.

Consistent with State of California requirements, since this project does not include federal funds, we established an aspirational 22% DBE/ SBE goal for the construction contract to encourage the utilization of small, disadvantaged, and minority business participation. Regular reporting on utilization of small, disadvantaged and minority businesses as well as the participation of labor force groups is required under the contract. The lowest responsible and responsive bidder, Thompson Builders Corporation, has proposed to achieve 6.3% DBE/SBE participation for this construction contract.

Schedule. The Project schedule is projected as follows:

- Award Construction Contract - December 2024
- Begin Construction - January 2025
- Construction Completion - Fall 2025

Additional Construction Allotment. In order to construct the Project, we will need to enter into agreements, permits, or certifications with other agencies/entities, including but not limited to the Caltrans, TIDA, the California Highway Patrol, the San Francisco Public Utilities Commission, San Francisco Municipal Transportation



Agency, and San Francisco Public Works, to provide final funding, perform utility tie-in's, purchase agency furnished materials and for these agencies/entities to oversee select portions of the construction contractor's work. We recommend an additional contingency of \$896,564, or 10% of total anticipated construction costs, for a total construction allotment of \$9,862,201.

Funding. The construction contract, and additional construction allotment for administration and contingency, will be funded with local funds provided by BATA through the Toll Bridge Rehabilitation Program and TIDA funds remaining from the Southgate Road Project.

The Pier E-2 Parking Lot Project will be funded via BATA Funding Agreement. The Torpedo Building will be funded by BATA and TIDA via the Southgate Road Project funding plan. The detailed funding plan is shown in Attachment 1.

Award of the construction contract is contingent on \$2,465,359 in additional funds to be approved by BATA, anticipated at their December Board Meeting.

FINANCIAL IMPACT

The proposed construction phase contracts will be funded by the various local funding sources, including agreements with TIDA for the Southgate Road Project (including the Torpedo Building) and BATA for both Torpedo Building and the Pier E-2 Parking Lot Construction.

The first year's activities are included in the adopted Fiscal Year 2024/25 budget and work program, and sufficient funds will be included in the Fiscal Year 2025/26 budget if required.

CAC POSITION

There is no CAC position on this item because we were unable to agendize this item at the most recent CAC meeting. Specifically, the award protest period was not complete at the time of the November 20, 2024 CAC meeting. The 5-day protest period has now closed and the prices will expire 90 days following the October 15, 2024 Bid Opening date. The next CAC meeting is January 22, 2025 which will be outside of the 90-day window. The CAC will be briefed on this item at its January 22 meeting.



SUPPLEMENTAL MATERIALS

- Attachment 1 - Pier E-2 Parking Lot and Torpedo Building Project Funding Plan
- Attachment 2 - Project Bid Item List
- Attachment 3 - Resolution

Attachment 1

Pier E-2 Parking Lot and Torpedo Building Project Funding Plan

Phase	BATA Toll Bridge Rehabilitation Program Funds (Secured)	BATA Toll Bridge Rehabilitation Program Funds (Pending)	TIDA (Secured)	TOTAL
Pier E-2 Parking Lot Construction Capital	\$6,000,000	\$1,170,787		\$7,170,787
Pier E-2 Parking Lot Contingency		\$717,079		\$717,079
Pier E-2 Parking Lot Construction Support ⁽¹⁾	\$1,000,000	\$577,493		\$1,577,493
Torpedo Building Design	\$250,000			\$250,000
Torpedo Building Construction Capital	\$1,294,850		\$500,000	\$1,794,850
Torpedo Building Contingency	\$179,485			\$179,485
Torpedo Building Construction Support ⁽¹⁾	\$394,867			\$394,867
TOTALS	\$9,119,202	\$2,465,359	\$500,000	\$12,084,561

⁽¹⁾ Construction support costs include, but not limited to, salaries, project management, construction management, agency coordination, etc.

Attachment 2

TORPEDO BUILDING PACKAGE

BID ITEM LIST

Thompson Builders Corporation

Item No.	Description	Unit	Total Quantity	Unit Price	Total Cost
1	MOBILIZATION	LS	1	\$100,000.00	\$100,000.00
2	SITE STAGING AND ACCESS	LS	1	\$76,140.00	\$76,140.00
3	DEMOLITION AND PREPARATION OF PLANS BY THE CONTRACTOR	LS	1	\$36,800.00	\$36,800.00
4	ROOFING DISPOSAL	LS	1	\$12,270.00	\$12,270.00
5	NEW ROOFING (Metal Panels)	LS	1	\$340,400.00	\$340,400.00
6	WINDOW RESTORATION	LS	1	\$574,200.00	\$574,200.00
7	ALLOWANCE FOR REPLACEMENT HARDWARE	LS	1	\$15,000.00	\$15,000.00
8	NEW STOREFRONTS AND OVERHEAD COOLING DOORS	LS	1	\$350,600.00	\$350,600.00
9	EXTERIOR WINDOW COVERING	LS	1	\$118,300.00	\$118,300.00
10	RESTORATION AND INTERIOR SUPPORT OF EXSITING ROLLING DOORS	LS	1	\$37,740.00	\$37,740.00
11	ALLOWANCE FOR EXTERIOR CONCRETE CRACK AND SPALL REPAIR	LS	1	\$20,000.00	\$20,000.00
12	TREES PROCUREMENT	LS	1	\$113,400.00	\$113,400.00
				Total Bid:	\$1,794,850.00

Attachment 2

PIER E2 IMPROVEMENTS PACKAGE

BID ITEM LIST

Thompson Builders Corporation

Item No.	Description	Unit	Quantity	Unit Price	Total Cost
1	CONSTRUCTION STAKING	LS	1	\$18,400.00	\$18,400.00
2	PROGRESS SCHEDULE (CRITICAL PATH METHOD)	LS	1	\$20,720.00	\$20,720.00
3	CONSTRUCTION AREA SIGNS	LS	1	\$4,300.00	\$4,300.00
4	TRAFFIC CONTROL SYSTEM	LS	1	\$24,530.00	\$24,530.00
5	TEMPORARY PAVEMENT STRIPING AND PAVEMENT MARKING	LS	1	\$12,270.00	\$12,270.00
6	DUST CONTROL	LS	1	\$76,260.00	\$76,260.00
7	JOB SITE MANAGEMENT	LS	1	\$23,920.00	\$23,920.00
8	EROSION CONTROL MEASURES	LS	1	\$45,040.00	\$45,040.00
9	HEALTH AND SAFETY PLAN	LS	1	\$3,070.00	\$3,070.00
10	TESTING OF CONTAMINATED SOILS	LS	1	\$9,210.00	\$9,210.00
11	REMOVE CONTAMINATED SOILS	CY	400	\$107.00	\$42,800.00
12	POTHOLE UTILITIES	EA	8	\$4,250.00	\$34,000.00
13	PROTECT EXISTING UTILITIES	LS	1	\$27,610.00	\$27,610.00
14	REMOVE MONITORING WELL (#7)	EA	1	\$11,650.00	\$11,650.00
15	REMOVE K-RAIL	LF	130	\$45.00	\$5,850.00
16	REMOVE CHAIN LINK FENCING (MIXED HEIGHTS 6 TO 8 FEET TALL)	LF	500	\$20.00	\$10,000.00
17	SALVAGE EXISTING BOLLARDS (B2 & B3 BOLLARDS)	EA	7	\$390.00	\$2,730.00
18	SALVAGE EXISTING WOOD WHEEL STOPS FOR REUSE	EA	26	\$153.00	\$3,978.00
19	ADJUST MONITORING WELL COVER TO NEW ELEVATION	EA	9	\$1,810.00	\$16,290.00
20	ADJUST MANHOLE RIM	EA	1	\$7,900.00	\$7,900.00
21	RELOCATE SOLAR LIGHT FIXTURE	EA	2	\$6,200.00	\$12,400.00
22	CLEARING AND GRUBBING	SF	18000	\$1.20	\$21,600.00
23	ROADWAY EXCAVATION / EARTHWORK	CY	1300	\$94.00	\$122,200.00
24	PATCH AND REPAIR EXISTING AB SURFACING	SF	5000	\$4.60	\$23,000.00
25	STORM DRAIN INLET - BUBBLER	EA	2	\$3,330.00	\$6,660.00
26	2" STORM DRAIN CLEANOUT	EA	9	\$1,280.00	\$11,520.00
27	12" RCP STORM PIPE	LF	60	\$250.00	\$15,000.00
28	12" PVC STORM PIPE	LF	407	\$146.00	\$59,422.00
29	BIOSWALE	LF	412	\$191.00	\$78,692.00
30	BIORETENTION BASIN	SF	4000	\$40.00	\$160,000.00
31	GRASS PAVE	SF	915	\$26.00	\$23,790.00
32	24" BOX TREE	EA	3	\$3,070.00	\$9,210.00
33	5 GAL SHRUB AND GRASS	EA	489	\$80.00	\$39,120.00
34	1 GAL PERENNIAL	EA	41	\$55.00	\$2,255.00
35	CALIFORNIA NATIVE MIX 1 - HYDROSEEDING	SF	31190	\$5.50	\$171,545.00
36	NATIVE LOW GRASS MIX 2 - HYDROSEEDING	SF	915	\$4.80	\$4,392.00
37	BIOSWALE MIX 3 - HYDROSEEDING	SF	2800	\$4.80	\$13,440.00
38	ASPHALT PAVEMENT (4" THICK)	SF	25000	\$9.00	\$225,000.00
39	UTILIDOR - PRECAST	LF	395	\$2,600.00	\$1,027,000.00
40	UTILIDOR - CAST-IN-PLACE	LF	125	\$4,650.00	\$581,250.00
41	UTILIDOR DOME DRAIN	EA	1	\$3,070.00	\$3,070.00
42	UTILITY MAG WARNING TAPE	LF	693	\$8.00	\$5,544.00
43	6" CURB AND GUTTER	LF	700	\$94.00	\$65,800.00
44	6" VERTICAL CURB	LF	1400	\$73.00	\$102,200.00

Attachment 2

PIER E2 IMPROVEMENTS PACKAGE

BID ITEM LIST

Thompson Builders Corporation

Item No.	Description	Unit	Quantity	Unit Price	Total Cost
45	3' WIDE CONCRETE VALLEY GUTTER	LF	400	\$80.00	\$32,000.00
46	CONCRETE FLUSH BAND	LF	436	\$75.00	\$32,700.00
47	6" VEHICULAR CONCRETE PAVEMENT	SF	4438	\$26.00	\$115,388.00
48	4" PEDESTRIAN CONCRETE PAVEMENT	SF	8094	\$29.00	\$234,726.00
49	CURB RAMP	EA	4	\$6,610.00	\$26,440.00
50	TACTILE WARNING TILES - TYPE 1	SF	244	\$111.00	\$27,084.00
51	TACTILE WARNING TILES - TYPE 2	SF	13	\$122.00	\$1,586.00
52	CONCRETE WHEEL STOP	EA	34	\$280.00	\$9,520.00
53	CURB INLET STRUCTURE - CONDITION 1	EA	2	\$3,020.00	\$6,040.00
54	CURB INLET STRUCTURE - CONDITION 2	EA	1	\$18,320.00	\$18,320.00
55	MISCELLANEOUS METAL FABRICATIONS	LS	1	\$97,500.00	\$97,500.00
56	8' HT WWM SECURITY FENCE	LF	190	\$630.00	\$119,700.00
57	8' HT WWM SECURITY FENCE GATE - VEHICULAR	EA	1	\$84,460.00	\$84,460.00
58	4' HT WWM PERIMETER FENCE - PEDESTRIAN	LF	601	\$250.00	\$150,250.00
59	4' HT WWM PERIMETER FENCE GATE - PEDESTRIAN	EA	1	\$11,140.00	\$11,140.00
60	4' HT WWM PERIMETER FENCE GATE - VEHICULAR	EA	1	\$11,640.00	\$11,640.00
61	6' HT WWM MAIN ENTRY GATE - VEHICLE & PEDESTRIAN	LS	1	\$25,580.00	\$25,580.00
62	6' HT CHAINLINK FENCE	LF	99	\$169.00	\$16,731.00
63	BOLLARD - TYPE B1 - (SURFACE MOUNTED)	EA	9	\$970.00	\$8,730.00
64	BOLLARD - TYPE B2 - (REPURPOSED REMOVABLE BOLLARD)	EA	4	\$2,420.00	\$9,680.00
65	BOLLARD - TYPE B3 - (MODIFIED EXISTING REMOVABLE BOLLARD)	EA	3	\$3,070.00	\$9,210.00
66	BOLLARD - TYPE B4 - (SLEEVED COVER BOLLARD)	EA	2	\$2,560.00	\$5,120.00
67	BOLLARD - TYPE B5R - (PUC REMOVABLE BOLLARD)	EA	3	\$2,700.00	\$8,100.00
68	BOLLARD - TYPE B5F - (PUC FIXED BOLLARD)	EA	16	\$1,540.00	\$24,640.00
69	ADA SIGNAGE	EA	2	\$1,450.00	\$2,900.00
70	4" WHITE STRIPING (PARKING STALLS)	LF	1000	\$11.00	\$11,000.00
71	ROADWAY STENCILED STRIPING (IE TRAFFIC ARROWS)	EA	8	\$420.00	\$3,360.00
72	CROSSWALK STRIPING	SF	500	\$27.00	\$13,500.00
73	COMMUNICATIONS - PULL BOX (17"x30"x24")	EA	4	\$5,330.00	\$21,320.00
74	COMMUNICATIONS - 4" CONDUIT	LF	5000	\$37.00	\$185,000.00
75	PULL BOX (INTERCEPT) (3'x3'x5')	EA	1	\$34,690.00	\$34,690.00
76	480V MAIN DISTRIBUTION PANEL W/PAD	EA	1	\$43,370.00	\$43,370.00
77	PRIMARY DUCT BANK	LF	70	\$310.00	\$21,700.00
78	PULL BOX (6J-PS 41, 480KV) (3'X3'X5')	EA	1	\$37,180.00	\$37,180.00
79	30KVA TRANSFORMER W/PAD (PS41)	EA	1	\$30,980.00	\$30,980.00
80	PULL BOX (PS41 INTERCEPT, 208V) (3'X3'X5')	EA	1	\$34,690.00	\$34,690.00
81	4" ELECTRICAL CONDUIT - 12kv INTERCEPT TO PULLBOX	LF	74	\$250.00	\$18,500.00
82	4" ELECTRICAL CONDUIT - PULLBOX TO BOX (FOR FUTURE CONNECTION)	LF	9	\$250.00	\$2,250.00
83	4" ELECTRICAL CONDUIT - PULLBOX TO SFPUC TRANSFORMER	LF	126	\$250.00	\$31,500.00
84	4" ELECTRICAL CONDUIT - TRANSFORMER TO DISTRIBUTION BOARD	LF	9	\$250.00	\$2,250.00
85	4" ELECTRICAL CONDUIT - DISTRIBUTION BOARD TO UTILIDOR	LF	45	\$310.00	\$13,950.00
86	PULL BOX (3'X3'X5')	EA	3	\$28,510.00	\$85,530.00
87	4" ELECTRICAL CONDUIT - BOX (FOR FUTURE CONNECTION) TO UTILIDOR	LF	40	\$220.00	\$8,800.00
88	3#4 & 1#6GND XHHW-2 ELECT CONDUCTORS - DISTRIBUTION BOARD TO UTILIDOR	LF	128	\$40.00	\$5,120.00

Attachment 2

PIER E2 IMPROVEMENTS PACKAGE

BID ITEM LIST

Thompson Builders Corporation

Item No.	Description	Unit	Quantity	Unit Price	Total Cost
89	2#1/0 & 1#3GND XHHW-2 ELECT CONDUCTORS - DISTRIBUTION BD TO UTILIDOR	LF	128	\$47.00	\$6,016.00
90	4" ELECTRICAL CONDUIT - UTILIDOR TO 6J BOX (PUMP STATION)	LF	36	\$220.00	\$7,920.00
91	3#4 & 1#6 XHHW-2 ELECTRICAL CONDUCTORS - UTILIDOR TO 6J BOX	LF	72	\$47.00	\$3,384.00
92	4" ELECT CONDUIT - 6J BOX TO UTILIDOR (PUMP STATION)	LF	32	\$220.00	\$7,040.00
93	3#4 & 1#6 XHHW-2 ELECT CONDUCTORS - 6J BOX TO UTILIDOR (PUMP STATION)	LF	64	\$47.00	\$3,008.00
94	4" ELECTRICAL CONDUIT - 6J BOX TO TRANSFORMER (PUMP STATION)	LF	160	\$220.00	\$35,200.00
95	3#4 & 1#6 XHHW-2 ELECT CONDUCTORS - 6J BOX TO XFORMER (PUMP STATION)	LF	640	\$47.00	\$30,080.00
96	2" ELECTRICAL CONDUIT - TRANSFORMER TO PULLBOX (PUMP STATION)	LF	152	\$220.00	\$33,440.00
97	4#1&1#6GND CU ELECT CONDUCTORS - XFORMER TO PULLBOX (PUMP STATION)	LF	380	\$47.00	\$17,860.00
98	4" ELECTRICAL CONDUIT - UTILIDOR TO COMM BOX (UTILIDOR PULLBOX)	LF	32	\$220.00	\$7,040.00
99	2#1/0 & 1#3GND XHHW-2 ELECT CONDUCTORS - UTILIDOR-6J BOX	LF	96	\$47.00	\$4,512.00
100	4" ELECTRICAL CONDUIT - 6J BOX TO UTILIDOR (UTILIDOR PULLBOX)	LF	32	\$220.00	\$7,040.00
101	4" ELECTRICAL CONDUIT - UTILIDOR TO 6J BOX (RESTROOM)	LF	38	\$220.00	\$8,360.00
102	4" ELECTRICAL CONDUIT - 6J BOX TO UTILIDOR (RESTROOM)	LF	46	\$220.00	\$10,120.00
103	4" ELECTRICAL CONDUIT - 6J BOX TO TRANSFORMER (RESTROOM)	LF	40	\$220.00	\$8,800.00
104	2#1/0 & 1#3GND XHHW-2 ELECT CONDUCTORS - 6J BOX TO XFORMER	LF	120	\$47.00	\$5,640.00
105	2" ELECTRICAL CONDUIT - TRANSFORMER TO PULLBOX (RESTROOM)	LF	154	\$220.00	\$33,880.00
106	3#1/0&1#4GND CU ELECT CONDUCTORS - XFORMER-PANEL, PANEL-PULLBOX	LF	360	\$47.00	\$16,920.00
107	4" ELECTRICAL CONDUIT - PULLBOX TO UTILIDOR (RESTROOM)	LF	32	\$220.00	\$7,040.00
108	3#1/0&1#4GND ELECT CONDUCTORS - XFRMR-PANEL, PANEL-PULLBOX	LF	64	\$47.00	\$3,008.00
109	2" ELECTRICAL CONDUIT - PULLBOX TO SOLAR LIGHT FIXTURES	LF	834	\$161.00	\$134,274.00
110	2" ELECT CONDUIT - JT TO SUBPANEL FOR PIER (PIER/TORPEDO BUILDING)	LF	32	\$220.00	\$7,040.00
111	3#1/0 & GND CU ELECT CONDUCTORS - XFORMER-PANEL, PANEL-PULLBOX	LF	64	\$25.00	\$1,600.00
112	4" ELECTRICAL CONDUIT - JT TO PULLBOX (PIER/TORPEDO BUILDING)	LF	40	\$220.00	\$8,800.00
113	5" ELECT CONDUIT - PULLBOX TO CAPPED TERMINATION	LF	68	\$220.00	\$14,960.00
114	4" ELECTRICAL CONDUIT (UTILIDOR)	LF	1026	\$37.00	\$37,962.00
115	2#1/0 & 1#3GND CU ELECTRICAL CONDUCTORS - (UTILIDOR)	LF	1800	\$25.00	\$45,000.00
116	4" ELECTRICAL CONDUIT (UTILIDOR) FOR FUTURE USE	LF	1026	\$37.00	\$37,962.00
117	#4 XHHW-2 ELECTRICAL CONDUCTORS - (UTILIDOR)	LF	2052	\$25.00	\$51,300.00
118	3#1/0 & GROUND VARIES XHHW-2 ELECTRICAL CONDUCTORS - (UTILIDOR)	LF	1539	\$25.00	\$38,475.00
119	PULL BOX (6J-RESTROOM INTERCEPT, 208V)	EA	1	\$43,370.00	\$43,370.00
120	25KVA TRANSFORMER W/ PAD (RESTROOM)	EA	1	\$32,220.00	\$32,220.00
121	100A 120/240V 1PH PEDESTAL W/PAD (RESTROOM)	EA	1	\$34,690.00	\$34,690.00
122	PULL BOX (240V TO UTILIDOR) (3'X3'X5')	EA	1	\$28,510.00	\$28,510.00
123	LOW VOLTAGE PULL BOX	EA	1	\$2,110.00	\$2,110.00
124	100A 240/120V, 1PH PIER PEDESTAL PANEL W/PAD	EA	1	\$37,180.00	\$37,180.00
125	LOW VOLTAGE SERVICE (LED DRIVERS TO GUARDRAIL HANDRAIL LIGHTS)	LF	65	\$38.00	\$2,470.00
126	LOW VOLTAGE SERVICE (LED DRIVERS TO STAIRS HANDRAIL)	LF	50	\$38.00	\$1,900.00
127	LOW VOLTAGE SERVICE (LED DRIVERS TO BACK STAIRS HANDRAIL)	LF	25	\$38.00	\$950.00
128	CONDUCTORS [2, 4 & 6]	LF	80	\$100.00	\$8,000.00
129	SOLAR LIGHT POLE - L1	EA	2	\$15,860.00	\$31,720.00
130	SOLAR LIGHT POLE - L2	EA	5	\$15,860.00	\$79,300.00
131	GUARDRAIL SOLAR LIGHT - L3	EA	56	\$540.00	\$30,240.00
132	LED LIGHT TAPE - L4 (INCLUDES METAL FABRICATIONS)	LF	149	\$1,250.00	\$186,250.00

Attachment 2

PIER E2 IMPROVEMENTS PACKAGE

BID ITEM LIST

Thompson Builders Corporation

Item No.	Description	Unit	Quantity	Unit Price	Total Cost
133	GUARDRAIL / HANDRAIL LED LIGHT FIXTURE - L5A	LS	1	\$15,370.00	\$15,370.00
134	HANDRAIL LED LIGHT FIXTURE - L5B	LS	1	\$15,370.00	\$15,370.00
135	LIGHT FIXTURES EL1 AND EL2 WIRE CONNECTIONS	LS	1	\$4,610.00	\$4,610.00
136	3/8" COPPER WATER SERVICE	LF	6	\$220.00	\$1,320.00
137	1" COPPER SERVICE	LF	42	\$167.00	\$7,014.00
138	6" DIP WATERLINE	LF	644	\$165.00	\$106,260.00
139	8" DIP WATERLINE	LF	281	\$179.00	\$50,299.00
140	UTILITY SLEEVE - 8" DIP	LF	10	\$146.00	\$1,460.00
141	UTILITY SLEEVE - 12" DIP	LF	10	\$210.00	\$2,100.00
142	BLOWOFF ASSEMBLY	EA	1	\$3,430.00	\$3,430.00
143	FIRE HYDRANT	EA	1	\$16,730.00	\$16,730.00
144	BALL VALVE	EA	3	\$3,520.00	\$10,560.00
145	CHECK VALVE	EA	1	\$3,030.00	\$3,030.00
146	GATE VALVE	EA	1	\$2,360.00	\$2,360.00
147	VALVE BOX	EA	3	\$950.00	\$2,850.00
148	RP BACKFLOW PREVENTER	EA	1	\$7,150.00	\$7,150.00
149	DRINKING FOUNTAIN	EA	1	\$14,730.00	\$14,730.00
150	1-1/2" PVC SEWER	LF	7	\$210.00	\$1,470.00
151	2" PVC SEWER	LF	7	\$210.00	\$1,470.00
152	3"OD/2.5"ID HDPE SEWER FORCE MAIN	LF	15	\$440.00	\$6,600.00
153	5"OD/4.25"ID HDPE SEWER FORC EMAIN	LF	755	\$118.00	\$89,090.00
154	8" HDPE SEWERLINE GRAVITY CONNECTION	LF	33	\$290.00	\$9,570.00
155	PREPACKAGED SANITARY SEWER PUMP STATION	EA	1	\$37,210.00	\$37,210.00
156	SEWER MANHOLE	EA	1	\$23,390.00	\$23,390.00
157	RESTROOM STRUCTURE - W/FOUNDATION AND UTILITY CONNECTIONS	LS	1	\$223,800.00	\$223,800.00
158	MOBILIZATION	LS	1	\$475,000.00	\$475,000.00
159	POWER SYSTEM STUDIES: SHORT CIRCUIT, ARC FLASH, COORDINATION	EA	1	\$7,440.00	\$7,440.00
				Total Bid:	\$7,170,787.00



**San Francisco
County Transportation
Authority**

BD121024

RESOLUTION NO. 25-XX

RESOLUTION AWARDING A CONSTRUCTION CONTRACT TO THE LOWEST RESPONSIBLE AND RESPONSIVE BIDDER, THOMPSON BUILDERS CORPORATION, IN AN AMOUNT NOT TO EXCEED \$8,965,637, WITH CONDITIONS; AUTHORIZING AN ADDITIONAL CONSTRUCTION ALLOTMENT OF \$896,564 FOR A TOTAL CONSTRUCTION ALLOTMENT NOT TO EXCEED \$9,862,201, WITH CONDITIONS; AND AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE ALL OTHER RELATED SUPPORTING AND SUPPLEMENTAL AGREEMENTS FOR THE PIER E-2 PARKING LOT AND TORPEDO BUILDING RETROFIT PROJECTS

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

WHEREAS, The Transportation Authority is delivering the Torpedo Building Retrofit Project (Torpedo Building Project) as an environmental mitigation measure of the overall Yerba Buena Island Southgate Road Realignment Improvement Project, which will weatherproof the historic Torpedo Building adjacent to the existing Pier E-2 park; and

WHEREAS, On August 29, 2024, Transportation Authority staff issued an Invitation to Bid (ITB) for construction services for the Torpedo Building and Pier E-2 Projects; received two electronic bids on October 15, 2024, and determined the lowest responsive and responsible bidder is Thompson Builders Corporation with a bid of \$8,965,637; and

WHEREAS, In order to construct the project, the Transportation Authority will need to enter into agreements, permits, or certifications with other agencies/entities, including but not limited to the Caltrans, Treasure Island Development Authority, the California Highway Patrol, the San Francisco Public Utilities Commission, San Francisco Municipal Transportation Agency, and San Francisco Public Works, to



provide final funding, perform utility tie-ins, purchase agency furnished materials, and for these agencies/entities to oversee select portions of the construction contractor's work; and

WHEREAS, Transportation Authority staff is also recommending an additional contingency of \$896,564, or 10% of total anticipated construction costs, for a total construction allotment of \$9,862,201; and

WHEREAS, The construction contract will be funded by the various local funding sources, including agreements with the Treasure Island Development Authority and BATA through its Toll Bridge Rehabilitation Program funds; and

WHEREAS, Award of the construction contract is contingent on \$2,465,359 in additional funds to be approved by BATA, anticipated at their December Board meeting; now, therefore, be it

RESOLVED, That the Transportation Authority hereby awards a construction contract to the lowest responsible and responsive bidder, Thompson Builders Corporation, in an amount not to exceed \$8,965,637, with conditions; and be it further

RESOLVED, That the Transportation Authority hereby authorizes an additional construction allotment of \$896,564 for a total construction allotment not to exceed \$9,862,201, with conditions; and be it further

RESOLVED, That the Executive Director is hereby authorized to execute all other related supporting and supplemental agreements for the Pier E-2 Parking Lot and Torpedo Building Retrofit Projects; and be it further

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

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



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

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Memorandum

AGENDA ITEM 10

DATE: December 2, 2024
TO: Transportation Authority Board
FROM: Cynthia Fong - Deputy Director for Finance and Administration
SUBJECT: 12/10/2024 Board Meeting: Accept the Audit Report for the Fiscal Year Ended June 30, 2024

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Accept the audit report for the fiscal year ended June 30, 2024.</p> <p>SUMMARY</p> <p>The Transportation Authority’s financial records are required to be audited annually by an independent, certified public accountant. The Annual Comprehensive Financial Reporting (Audit Report) for the year ended June 30, 2024, was conducted in accordance with generally accepted auditing standards by the independent, certified public accounting firm of Eide Bailly LLP. Since more than \$750,000 in federal grants were expended during the year, a single audit (compliance audit) was also performed on the Yerba Buena Island (YBI) West Side Bridges Project and the Surface Transportation Program (Congestion Management Agency planning funds). The Transportation Authority received all unmodified audit opinions from Eide Bailly LLP, with no findings or recommendations for improvements. A representative from Eide Bailly LLP will present the audit report and answer any questions at the Board meeting.</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: _____
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BACKGROUND

Under its Fiscal Policy (Resolution 24-48), the Transportation Authority’s financial records are to be audited annually by an independent, certified public accounting firm. The audits for the fiscal year ended June 30, 2024, were conducted in accordance with generally accepted



auditing standards, the standards applicable to financial audits contained in the Government Auditing Standards, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance). The Audit Report contains formal opinions, or disclaimers thereof, issued by an independent, certified public accounting firm as a result of an external audit performed on an agency. An unmodified audit opinion (also known as a clean opinion/unqualified opinion) is the best type of report an agency may receive from an external audit and represents that the agency complied with direct and material regulatory requirements or that the agency's financial condition, position, and operations in all material respects were fairly presented.

DISCUSSION

The Audit Report includes an introductory section; the overall basic financial statements; a management discussion and analysis of the Transportation Authority's financial performance during that fiscal year; footnotes; required supplemental information; and other supplementary information, which include the results from the single audit of federal awards, statistical section, and compliance section.

We are pleased to note that Eide Bailly LLP issued all unmodified opinions and for the annual fiscal audit, Eide Bailly LLP has issued an opinion stating that the financial statements present fairly, in all material respects, the financial position of the Transportation Authority. Since more than \$750,000 in federal grants were expended during the year, a single audit was performed on the YBI West Side Bridges Project and the Surface Transportation Program transportation planning and programming activities. For the single audit, Eide Bailly LLP has issued an opinion, stating that the Transportation Authority complied in all material respects with the compliance requirements that could have a direct and material effect on the federal funds audited. The full audit report is enclosed. A separate report containing other required communications to the Board is attached.

FINANCIAL IMPACT

Expenditures did not exceed the amounts approved in the agency-wide amended Fiscal Year 2023/24 budget. Budgeted expenditures that were not expended in FY 2023/24 will be included in the FY 2024/25 mid-year amendment.

CAC POSITION

The audit report was not finalized in time to present to the Community Advisory Committee (CAC) on November 20, 2024, the last CAC meeting this year. We will agendize the audit as an information item at the CAC's January 22, 2025 meeting.



SUPPLEMENTAL MATERIALS

- Attachment 1 - Separate Report Containing Other Required Communications to the Board
- Attachment 2 - Motion
- Enclosure - Annual Comprehensive Financial Report for the Year Ended June 30, 2024



November 22, 2024

To the Governing Board
San Francisco County Transportation Authority
San Francisco, California

We have audited the financial statements of San Francisco County Transportation Authority (Transportation Authority) as of and for the year ended June 30, 2024, and have issued our report thereon dated November 22, 2024. Professional standards require that we advise you of the following matters relating to our audit.

Our Responsibility in Relation to the Financial Statement Audit under Generally Accepted Auditing Standards and *Government Auditing Standards* and our Compliance Audit under the Uniform Guidance

As communicated in our letter dated July 1, 2024, our responsibility, as described by professional standards, is to form and express an opinion about whether the financial statements that have been prepared by management with your oversight are presented fairly, in all material respects, in accordance with accounting principles generally accepted in the United States of America and to express an opinion on whether the Transportation Authority complied with the types of compliance requirements described in the *OMB Compliance Supplement* that could have a direct and material effect on the Transportation Authority's major federal program. Our audit of the financial statements and major program compliance does not relieve you or management of its respective responsibilities.

Our responsibility, as prescribed by professional standards, is to plan and perform our audit to obtain reasonable, rather than absolute, assurance about whether the financial statements are free of material misstatement. An audit of financial statements includes consideration of internal control over financial reporting as a basis for designing audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control over financial reporting. Accordingly, as part of our audit, we considered the internal control of the Transportation Authority solely for the purpose of determining our audit procedures and not to provide any assurance concerning such internal control.

Our responsibility, as prescribed by professional standards as it relates to the audit of the Transportation Authority's major federal program compliance, is to express an opinion on the compliance for the Transportation Authority's major federal programs based on our audit of the types of compliance requirements referred to above. An audit of major program compliance includes consideration of internal control over compliance with the types of compliance requirements referred to above as a basis for designing audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, as a part of our major program compliance audit, we considered internal control over compliance for these purposes and not to provide any assurance on the effectiveness of the Transportation Authority's internal control over compliance.

We are also responsible for communicating significant matters related to the audit that are, in our professional judgment, relevant to your responsibilities in overseeing the financial reporting process. However, we are not required to design procedures for the purpose of identifying other matters to communicate to you.

We have provided our comments regarding internal controls during our audit in our Independent Auditor's Report on Internal Control over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards* dated November 22, 2024. We have also provided our comments regarding compliance with the types of compliance requirements referred to above and internal controls over compliance during our audit in our Independent Auditor's Report on Compliance with Each Major Federal Program and Report on Internal Control Over Compliance Required by the Uniform Guidance dated November 22, 2024.

Planned Scope and Timing of the Audit

We conducted our audit consistent with the planned scope and timing we previously communicated to you.

Compliance with All Ethics Requirements Regarding Independence

The engagement team, others in our firm, as appropriate, our firm, and other firms utilized in the engagement, if applicable, have complied with all relevant ethical requirements regarding independence.

Significant Risks Identified

As stated in our auditor's report, professional standards require us to design our audit to provide reasonable assurance that the financial statements are free of material misstatement whether caused by fraud or error. In designing our audit procedures, professional standards require us to evaluate the financial statements and assess the risk that a material misstatement could occur. Areas that are potentially more susceptible to misstatements, and thereby require special audit considerations, are designated as "significant risks." We have identified the following as significant risks.

- *Management Override of Controls* – professional standards require auditors to address the possibility of management overriding controls. Accordingly, we considered the possibility that management of the organization may have the ability to override controls that the organization has implemented. Management may override the organization's controls in order to modify the financial records with the intent of manipulating the financial statements to overstate the organization's financial performance or with the intent of concealing fraudulent transactions. We are pleased to report that no such matters were identified during our audit.
- *Improper Revenue Recognition* – professional standards require auditors to presume that revenue recognition is a fraud risk. Therefore, improper revenue recognition was identified as a fraud risk due to possibility that revenue is not recorded in the proper period, in the incorrect amount, etc. either due to error or fraud. We are pleased to report that no actual instances were identified during our audit.
- *Estimates* – Generally Accepted Auditing Standards require a presumed risk of management bias when assumptions are used to calculate significant account balances, which for the Transportation Authority applies to pension and other post-employment benefits.

Qualitative Aspects of the Entity's Significant Accounting Practices

Significant Accounting Policies

Management has the responsibility to select and use appropriate accounting policies. A summary of the significant accounting policies adopted by the Transportation Authority is included in Note 2 to the financial statements. There have been no initial selection of accounting policies and no changes in significant accounting policies or their application during fiscal year 2024. No matters have come to our attention that would require us, under professional standards, to inform you about (1) the methods used to account for significant unusual transactions and (2) the effect of significant accounting policies in controversial or emerging areas for which there is a lack of authoritative guidance or consensus.

Accounting Estimates

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's current judgments. Those judgments are normally based on knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ markedly from management's current judgments.

The most sensitive accounting estimates affecting the financial statements is related to "pension" and "other post-employment benefits."

Management's estimates of the net pension liability and net other post-employment benefits liability, and related deferred inflows of resources and deferred outflows of resources are based on actuarial valuations. We evaluated the key factors and assumptions used to develop the estimates and determined that they are reasonable in relation to the basic financial statements taken as a whole.

Financial Statement Disclosures

Certain financial statement disclosures involve significant judgment and are particularly sensitive because of their significance to financial statement users. The most sensitive disclosures affecting Transportation Authority's financial statements relate to:

- **Note 2** summarizes the Transportation Authority's significant accounting policies.
- **Note 6** describes the Transportation Authority's related party transactions with the City and County of San Francisco.
- **Note 7** describes the Transportation Authority's long-term debt.
- **Notes 8 and 9** describes the valuation of the Authority's net pension liability, other postemployment benefits liability, and related deferred outflows and inflows of resources. Such amounts are sensitive to the underlying actuarial assumptions used including, but not limited to, the investment rate of return and discount rate. As disclosed, a one percent increase or decrease in the discount rate has a material effect on the Authority's net pension liability.

Significant Difficulties Encountered during the Audit

We encountered no significant difficulties in dealing with management relating to the performance of the audit.

Uncorrected and Corrected Misstatements

For purposes of this communication, professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that we believe are trivial, and communicate them to the appropriate level of management. Further, professional standards require us to also communicate the effect of uncorrected misstatements related to prior periods on the relevant classes of transactions, account balances or disclosures, and the financial statements as a whole. Uncorrected misstatements or matters underlying those uncorrected misstatements could potentially cause future-period financial statements to be materially misstated, even though the uncorrected misstatements are immaterial to the financial statements currently under audit.

The following summarizes uncorrected financial statement misstatements whose effects in the current and prior periods, as determined by management, are immaterial, both individually and in the aggregate, to the financial statements taken as a whole:

Sales Tax Fund: As a matter of convenience, the Transportation Authority did not recognize inflows and outflows related to the subscription-based information technology arrangement of \$488,467, with no effect on ending fund balance.

Governmental activities: Entity-wide expenses are overstated, and net position is understated by \$137,000 because of a one-year timing difference regarding the recognition of deferred contributions of the other post-employment benefits liability.

Disagreements with Management

For purposes of this letter, professional standards define a disagreement with management as a matter, whether or not resolved to our satisfaction, concerning a financial accounting, reporting, or auditing matter, which could be significant to the financial statements or the auditor's report. No such disagreements arose during the course of the audit.

Circumstances that Affect the Form and Content of the Auditor's Report

For purposes of this letter, professional standards require that we communicate any circumstances that affect the form and content of our auditor's report. We did not identify any circumstances that affect the form and content of the auditor's report.

Representations Requested from Management

We have requested certain written representations from management which are included in the management representation letter dated November 22, 2024.

Management's Consultations with Other Accountants

In some cases, management may decide to consult with other accountants about auditing and accounting matters. Management informed us that, and to our knowledge, there were no consultations with other accountants regarding auditing and accounting matters.

Other Significant Matters, Findings, or Issues

In the normal course of our professional association with the Transportation Authority, we generally discuss a variety of matters, including the application of accounting principles and auditing standards, significant events or transactions that occurred during the year, operating conditions affecting the entity, and operating plans and strategies that may affect the risks of material misstatement. None of the matters discussed resulted in a condition to our retention as Transportation Authority's auditors.

Other Information Included in the Annual Comprehensive Financial Report (ACFR)

Pursuant to professional standards, our responsibility as auditors for other information, whether financial or nonfinancial, included in Transportation Authority's ACFR, does not extend beyond the financial information identified in the audit report, and we are not required to perform any procedures to corroborate such other information.

However, in accordance with such standards, we have read the other information and considered whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

Our responsibility also includes communicating to you any information which we believe is a material misstatement of fact. Nothing came to our attention that caused us to believe that such information, or its manner of presentation, is materially inconsistent with the information, or manner of its presentation, appearing in the financial statements.

Treasure Island Mobility Management Agency

The ACFR includes the financial statements of the Transportation Authority and the Treasure Island Mobility Management Agency (TIMMA), a blended component unit, which we considered to be a significant component of the ACFR. Consistent with the audit of the basic financial statements of the Transportation Authority as a whole, our audit included obtaining an understanding of the Transportation Authority and TIMMA and their environment, including internal control, sufficient to assess the risks of material misstatement of the basic financial statements of the Transportation Authority and TIMMA and completion of further audit procedures.

This report is intended solely for the information and use of the governing board, and management of the Transportation Authority and is not intended to be, and should not be, used by anyone other than these specified parties.

The image shows a handwritten signature in cursive script that reads "Eide Bailly LLP".

Menlo Park, California



**San Francisco
County Transportation
Authority**

BD121024

MOTION NO. 25-XX

MOTION ACCEPTING THE SAN FRANCISCO COUNTY TRANSPORTATION
AUTHORITY'S AUDIT REPORT FOR THE FISCAL YEAR ENDED JUNE 30, 2024

Pursuant to the annual audit requirements in its Fiscal Policy, the San Francisco County Transportation Authority hereby accepts the audit report for the fiscal year ended June 30, 2024.

Attachment:

1. Audit Report for the Year Ended June 30, 2024

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Memorandum

AGENDA ITEM 11

DATE: December 3, 2024
TO: Transportation Authority Board
FROM: Cynthia Fong - Deputy Director for Finance and Administration
SUBJECT: 12/10/24 Board Meeting: Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Three Months Ending September 30, 2024

<p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p>SUMMARY</p> <p>The purpose of this memorandum is to provide the three-month internal accounting report, investment report, and debt expenditure report for the Fiscal Year (FY) 2024/25 period ending September 30, 2024.</p>	<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: _____
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BACKGROUND

Our Fiscal Policy (Resolution 24-48) establishes an annual audit requirement and directs staff to report to the Board the agency’s actual expenditures in comparison to the approved budget, on at least a quarterly basis. The Investment Policy (Resolution 24-48) directs a review of portfolio compliance with the Investment Policy in conjunction with, and in the context of, the quarterly expenditure and budgetary report.

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



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

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

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

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

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

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



Balance Sheet Analysis. Attachment 1 presents assets, liabilities, and fund balances, as of September 30, 2024. Cash, deposits, and investments total to \$69.9 million. Other assets total \$63.2 million, which mainly includes \$18.2 million sales tax receivable and \$30.6 million of the program receivables. Liabilities total \$285.2 million, as of September 30, 2024, and mainly includes \$25.0 million in accounts payable, \$63.0 million in accounts payable to the City and County of San Francisco and \$193.0 million in sales tax revenue bond and premium amounts (Series 2017). There is \$169.3 million in total fund deficit, which is largely the result of how multi-year programming commitments are accounted for. Future sales tax revenues and grant reimbursements collected will fully fund this difference. This amount included \$37.7 million in restricted fund balance and \$207.1 million in unassigned fund deficit. The unassigned fund deficit reflects grant-funded capital projects that are scheduled to be implemented over the course of several fiscal years. The commitments are multi-year commitments and funded with non-current (future) revenues. In addition, we do not hold nor retain title for the projects constructed or for the vehicles and system improvements purchased within any of our five programs and TIMMA, which can result in a negative position.

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

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

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



costs. The net non-favorable variance of \$423 thousand in debt service costs is due to timing of bond principal and interest payments and earlier start of withholding the necessary amounts for the bi-annual interest payments made in August and February and due to costs related to the revolving credit (loan) agreement as we have not needed to borrow funds yet. The favorable variance of \$41.6 million in capital project costs is mainly due to costs (reimbursement requests) from project sponsors that have been incurred but not yet received. As similar to prior years, we anticipate a higher amount of reimbursement requests and expenditures in the next quarter.

Investment Compliance. As of September 30, 2024, approximately 50.3% of our investable assets were invested in the Treasury Pool. These investments are in compliance with both the California Government Code and the adopted Investment Policy and provide sufficient liquidity to meet expenditure requirements for the next six months with the drawdown from the revolving credit (loan) agreement. Attachment 3 is the most recent investment report furnished by the City's Office of the Treasurer.

Debt Expenditure Compliance. In October 2021, the Transportation Authority entered into a 3-year Revolving Credit (loan) Agreement with U.S. Bank for a total amount of \$125 million. As of September 30, 2024, the Transportation Authority does not have any outstanding balance on the loan.

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

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

None. This is an information item.

SUPPLEMENTAL MATERIALS

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



**San Francisco
County Transportation
Authority**

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

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



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



Treasurer & Tax Collector
CITY AND COUNTY OF SAN FRANCISCO

José Cisneros
TREASURER

Investment Report for the month of September 2024

October 15, 2024

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

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

Colleagues,

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

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

CCSF Pooled Fund Investment Earnings Statistics *

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

CCSF Pooled Fund Statistics *

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

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

Respectfully,

José Cisneros
Treasurer

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

Portfolio Summary

Pooled Fund

As of September 30, 2024

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

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

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

Totals may not add due to rounding.

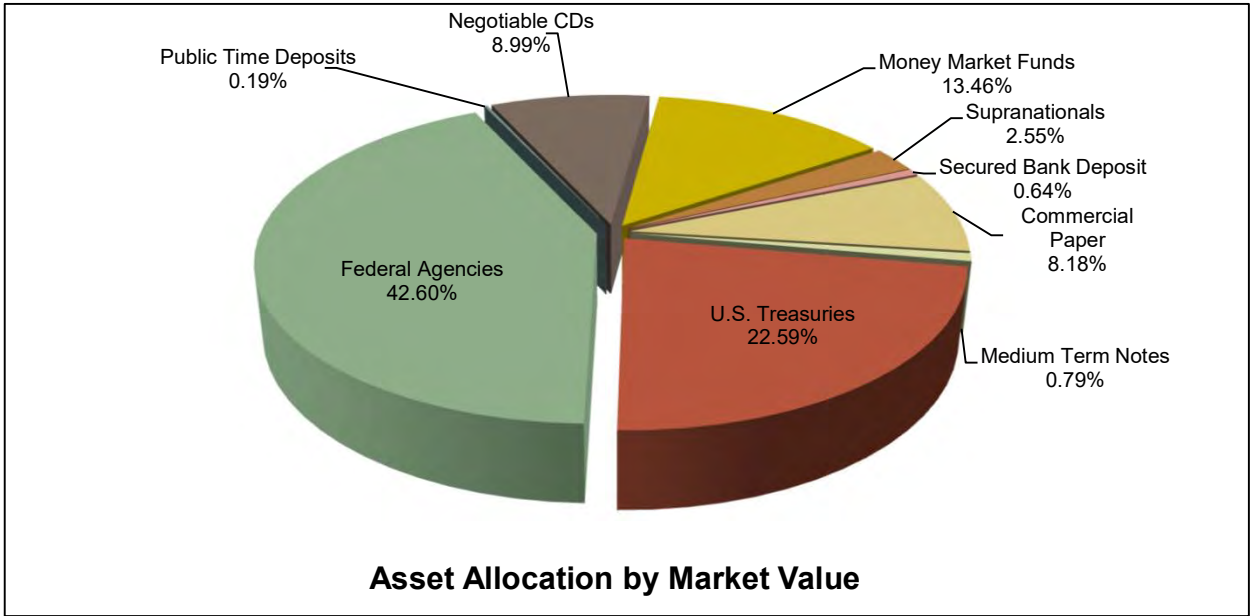
City and County of San Francisco

Pooled Fund Portfolio Statistics

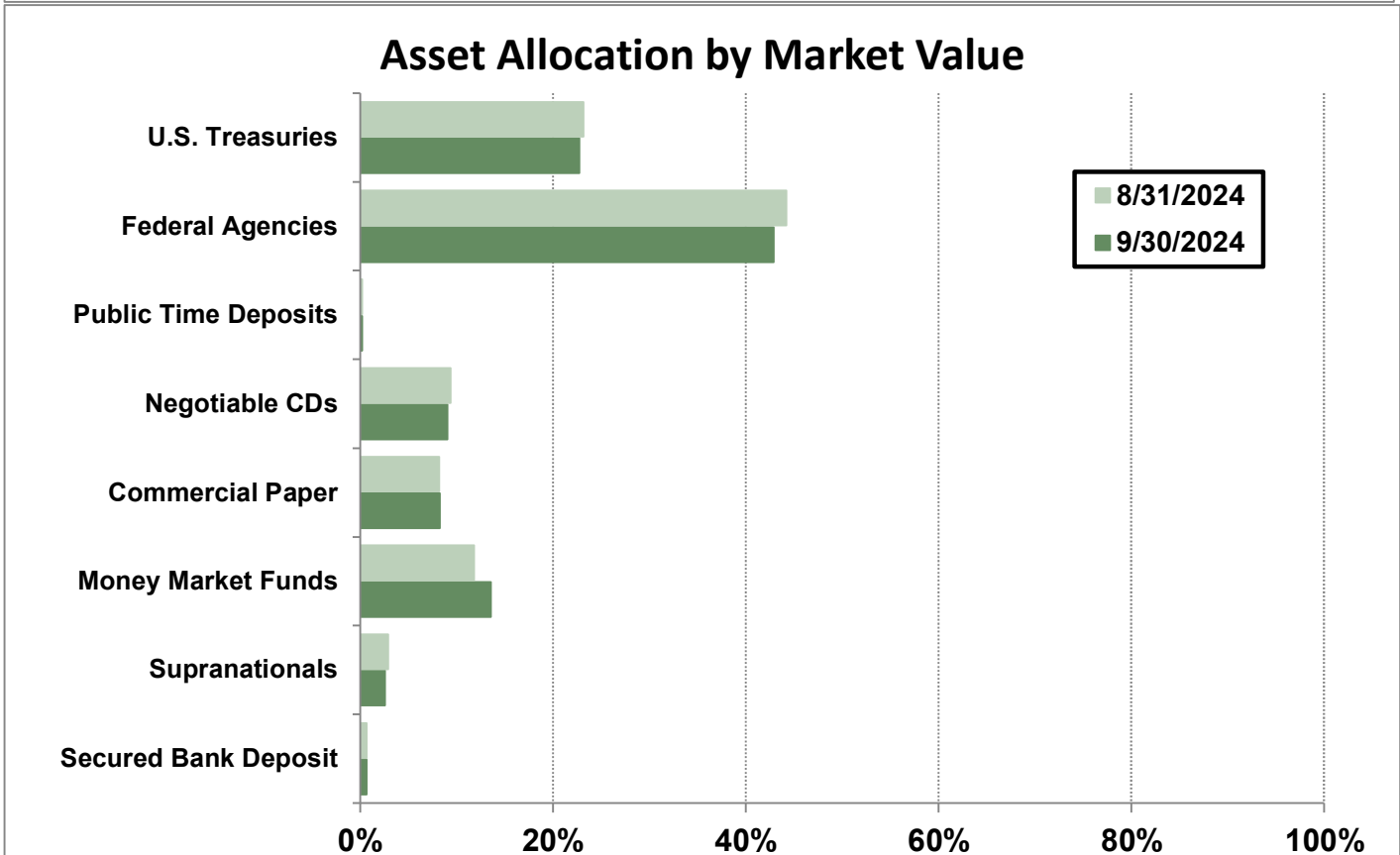
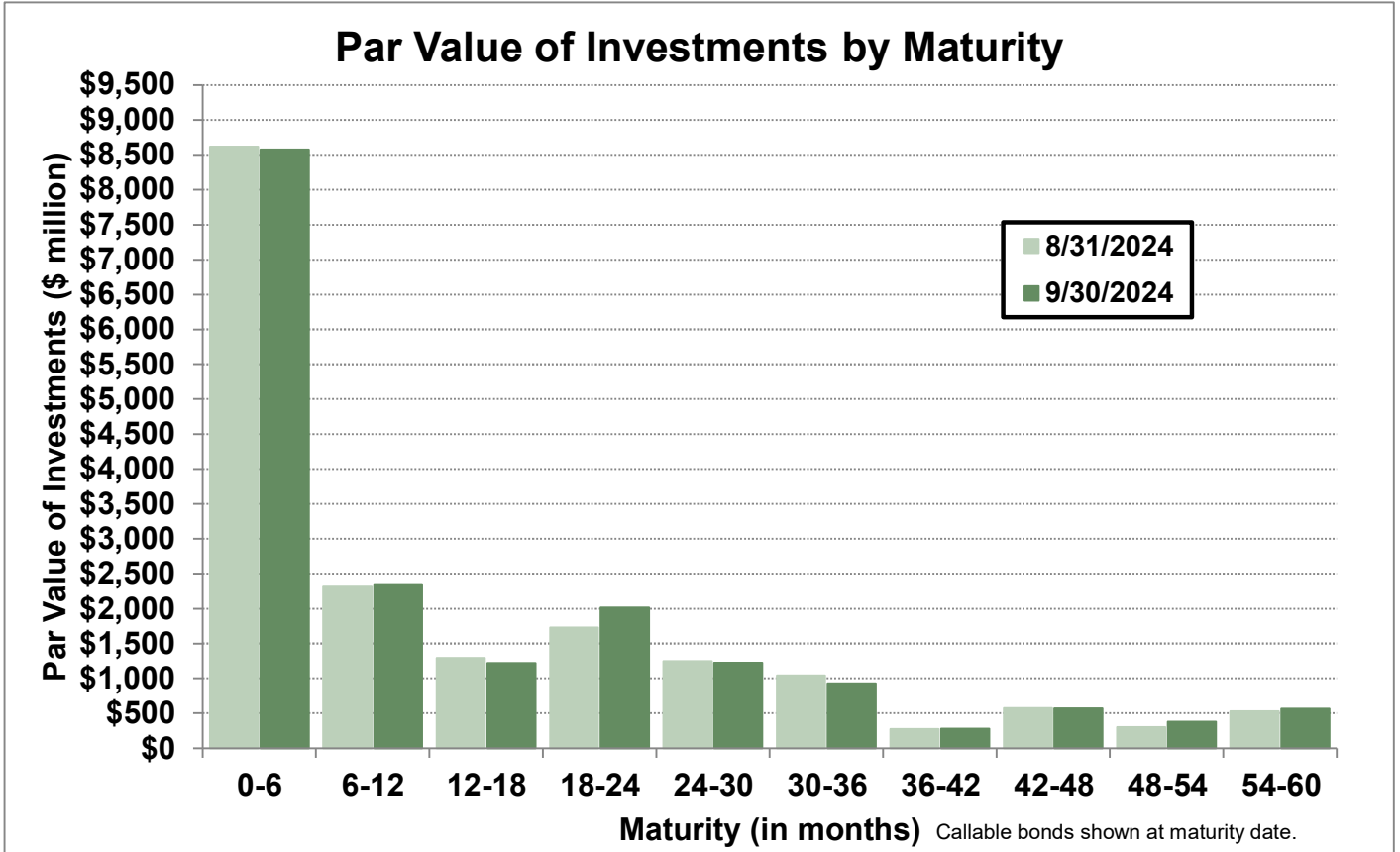
For the month ended September 30, 2024

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

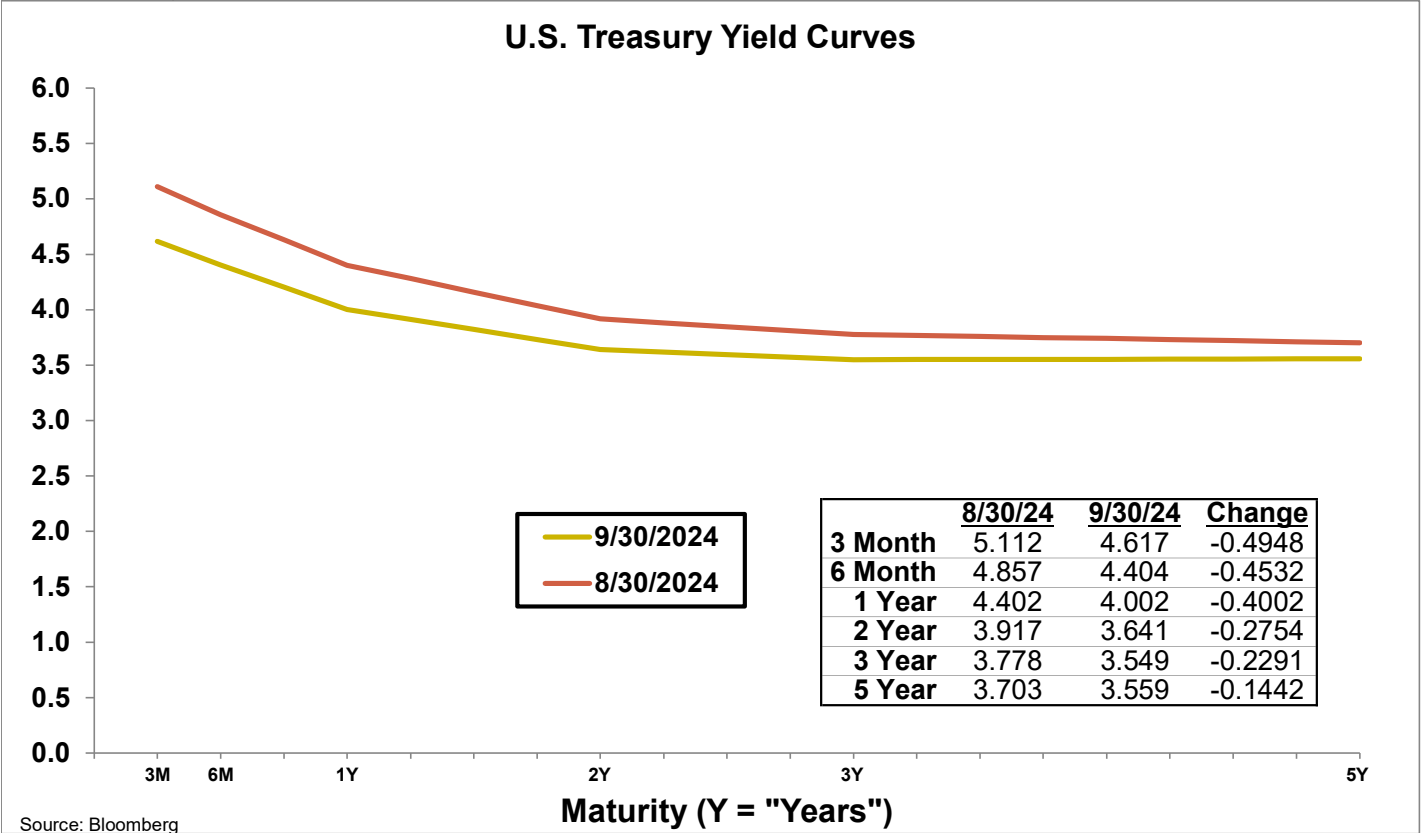
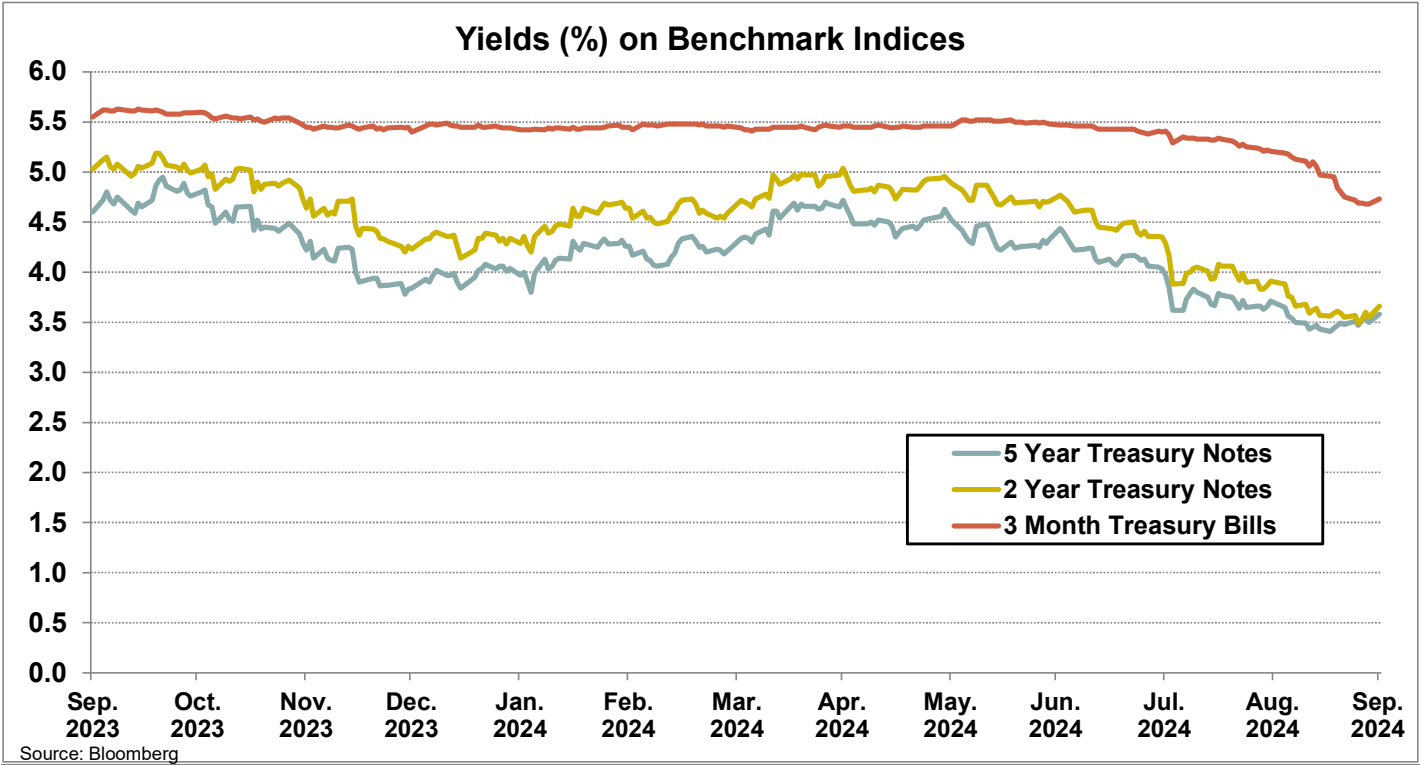
Investment Type	(\$ million)	Par Value	Book Value	Market Value
U.S. Treasuries		\$ 3,648.0	\$ 3,629.1	\$ 3,564.9
Federal Agencies		6,730.5	6,725.5	6,723.6
Public Time Deposits		30.0	30.0	30.0
Negotiable CDs		1,417.0	1,417.0	1,419.5
Commercial Paper		1,307.0	1,289.9	1,291.2
Medium Term Notes		124.6	123.8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



Portfolio Analysis
Pooled Fund



Yield Curves



Investment Inventory Pooled Fund

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

Investment Inventory

Pooled Fund

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

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity		Par Value	Original Cost	Amortized	
				Date	Coupon			Book Value	Market Value
U.S. Agencies	3133EPAG0	Federal Farm Credit Bank	2/10/2023	2/10/2025	4.25	10,000,000	9,947,200	9,990,466	9,988,200
U.S. Agencies	3133EPAG0	Federal Farm Credit Bank	2/10/2023	2/10/2025	4.25	29,875,000	29,716,065	29,846,300	29,839,748
U.S. Agencies	3137EAEP0	Freddie Mac	2/14/2020	2/12/2025	1.50	5,000,000	4,996,150	4,999,717	4,945,950
U.S. Agencies	3137EAEP0	Freddie Mac	2/14/2020	2/12/2025	1.50	5,000,000	4,996,150	4,999,717	4,945,950
U.S. Agencies	3137EAEP0	Freddie Mac	2/14/2020	2/12/2025	1.50	5,000,000	4,996,150	4,999,717	4,945,950
U.S. Agencies	3137EAEP0	Freddie Mac	2/14/2020	2/12/2025	1.50	15,000,000	14,988,450	14,999,152	14,837,850
U.S. Agencies	3137EAEP0	Freddie Mac	2/14/2020	2/12/2025	1.50	50,000,000	49,961,500	49,997,173	49,459,500
U.S. Agencies	3137EAEP0	Freddie Mac	4/21/2021	2/12/2025	1.50	53,532,000	55,450,052	53,716,507	52,953,319
U.S. Agencies	3130AUVZ4	Federal Home Loan Bank	2/13/2023	2/13/2025	4.50	50,000,000	49,921,500	49,985,503	49,974,500
U.S. Agencies	3130AV7L0	Federal Home Loan Bank	3/3/2023	2/28/2025	5.00	25,000,000	24,967,000	24,993,201	25,055,000
U.S. Agencies	3130AV7L0	Federal Home Loan Bank	3/3/2023	2/28/2025	5.00	35,000,000	34,953,800	34,990,481	35,077,000
U.S. Agencies	3133ELQY3	Federal Farm Credit Bank	3/23/2020	3/3/2025	1.21	16,000,000	15,990,720	15,999,214	15,777,440
U.S. Agencies	3133ELQY3	Federal Farm Credit Bank	3/23/2020	3/3/2025	1.21	24,000,000	23,964,240	23,996,970	23,666,160
U.S. Agencies	3133EMWT5	Federal Farm Credit Bank	4/21/2021	4/21/2025	0.60	50,000,000	49,973,500	49,996,336	48,970,000
U.S. Agencies	3135G03U5	Fannie Mae	12/8/2021	4/22/2025	0.63	37,938,000	37,367,792	37,843,969	37,197,830
U.S. Agencies	3135G03U5	Fannie Mae	7/12/2021	4/22/2025	0.63	50,000,000	50,108,000	50,015,887	49,024,500
U.S. Agencies	3135G03U5	Fannie Mae	12/8/2021	4/22/2025	0.63	50,000,000	49,243,950	49,875,322	49,024,500
U.S. Agencies	3133ENXE5	Federal Farm Credit Bank	5/23/2022	5/23/2025	2.85	6,000,000	5,991,600	5,998,207	5,950,800
U.S. Agencies	3133ENXE5	Federal Farm Credit Bank	5/23/2022	5/23/2025	2.85	20,000,000	19,972,000	19,994,022	19,836,000
U.S. Agencies	3130AWER7	Federal Home Loan Bank	6/12/2023	6/6/2025	4.63	10,000,000	9,991,700	9,997,161	10,041,500
U.S. Agencies	3130AWER7	Federal Home Loan Bank	6/12/2023	6/6/2025	4.63	15,000,000	14,987,550	14,995,741	15,062,250
U.S. Agencies	3130AWER7	Federal Home Loan Bank	6/12/2023	6/6/2025	4.63	25,000,000	24,979,250	24,992,902	25,103,750
U.S. Agencies	3130AWER7	Federal Home Loan Bank	6/12/2023	6/6/2025	4.63	52,000,000	51,956,840	51,995,236	52,215,800
U.S. Agencies	3130ASG86	Federal Home Loan Bank	8/4/2022	6/13/2025	3.38	11,940,000	12,000,178	11,954,699	11,894,867
U.S. Agencies	3130ASG86	Federal Home Loan Bank	8/3/2022	6/13/2025	3.38	12,700,000	12,806,045	12,725,877	12,651,994
U.S. Agencies	3130ATST5	Federal Home Loan Bank	5/10/2023	6/13/2025	4.38	3,000,000	3,012,270	3,004,090	3,005,910
U.S. Agencies	3130ATST5	Federal Home Loan Bank	5/8/2023	6/13/2025	4.38	9,915,000	9,975,878	9,935,240	9,934,533
U.S. Agencies	3130ATST5	Federal Home Loan Bank	5/8/2023	6/13/2025	4.38	10,000,000	10,065,000	10,021,610	10,019,700
U.S. Agencies	3130ATST5	Federal Home Loan Bank	5/11/2023	6/13/2025	4.38	10,000,000	10,036,000	10,012,016	10,019,700
U.S. Agencies	3130ATST5	Federal Home Loan Bank	5/17/2023	6/13/2025	4.38	24,000,000	24,079,440	24,026,725	24,047,280
U.S. Agencies	3130ATST5	Federal Home Loan Bank	5/9/2023	6/13/2025	4.38	25,500,000	25,624,695	25,541,511	25,550,235
U.S. Agencies	3130AWLY4	Federal Home Loan Bank	7/25/2023	6/13/2025	5.13	10,800,000	10,818,036	10,806,675	10,873,764
U.S. Agencies	3130AWLY4	Federal Home Loan Bank	7/25/2023	6/13/2025	5.13	48,150,000	48,241,967	48,184,037	48,478,865
U.S. Agencies	3133EN4B3	Federal Farm Credit Bank	12/13/2022	6/13/2025	4.25	15,000,000	14,988,383	14,996,755	15,008,700
U.S. Agencies	3133EN4B3	Federal Farm Credit Bank	12/13/2022	6/13/2025	4.25	15,000,000	14,989,800	14,997,151	15,008,700
U.S. Agencies	3133EN4B3	Federal Farm Credit Bank	12/13/2022	6/13/2025	4.25	15,000,000	14,989,050	14,996,942	15,008,700
U.S. Agencies	3133ENYQ7	Federal Farm Credit Bank	6/13/2022	6/13/2025	2.95	50,000,000	49,975,500	49,994,300	49,589,500
U.S. Agencies	3135G04Z3	Fannie Mae	12/8/2021	6/17/2025	0.50	4,655,000	4,556,640	4,635,206	4,538,625
U.S. Agencies	3135G04Z3	Fannie Mae	12/8/2021	6/17/2025	0.50	10,000,000	9,789,600	9,957,658	9,750,000
U.S. Agencies	3130AN4A5	Federal Home Loan Bank	7/12/2021	6/30/2025	0.70	17,680,000	17,734,631	17,690,255	17,224,740
U.S. Agencies	3133EPKA2	Federal Farm Credit Bank	5/18/2023	8/18/2025	4.00	25,000,000	24,982,000	24,992,979	24,972,250
U.S. Agencies	3133EPKA2	Federal Farm Credit Bank	5/18/2023	8/18/2025	4.00	26,500,000	26,483,835	26,493,695	26,470,585
U.S. Agencies	3133EPKA2	Federal Farm Credit Bank	5/18/2023	8/18/2025	4.00	30,000,000	29,981,700	29,992,862	29,966,700
U.S. Agencies	3135G05X7	Fannie Mae	3/4/2021	8/25/2025	0.38	25,000,000	24,684,250	24,686,657	24,210,750
U.S. Agencies	3135G05X7	Fannie Mae	2/25/2021	8/25/2025	0.38	72,500,000	71,862,000	72,372,555	70,211,175
U.S. Agencies	3130A8ZQ9	Federal Home Loan Bank	11/2/2021	9/12/2025	1.75	10,295,000	10,575,333	10,363,791	10,080,040
U.S. Agencies	3133EPVY8	Federal Farm Credit Bank	9/15/2023	9/15/2025	5.00	8,230,000	8,224,074	8,227,171	8,313,123
U.S. Agencies	3133EPVY8	Federal Farm Credit Bank	9/15/2023	9/15/2025	5.00	15,000,000	14,981,850	14,991,335	15,151,500
U.S. Agencies	3133EPVY8	Federal Farm Credit Bank	9/15/2023	9/15/2025	5.00	20,000,000	19,975,800	19,988,446	20,202,000
U.S. Agencies	3137EAEX3	Freddie Mac	3/4/2021	9/23/2025	0.38	22,600,000	22,295,352	22,534,640	21,845,160

Investment Inventory

Pooled Fund

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

Investment Inventory

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Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity		Par Value	Original Cost	Amortized	
				Date	Coupon			Book Value	Market Value
U.S. Agencies	3130ANNM8	Federal Home Loan Bank	8/19/2021	7/13/2026	1.05	25,000,000	25,000,000	25,000,000	23,834,750
U.S. Agencies	3130ANMP2	Federal Home Loan Bank	8/20/2021	7/27/2026	1.07	25,000,000	25,000,000	25,000,000	23,818,250
U.S. Agencies	3130ANMP2	Federal Home Loan Bank	8/20/2021	7/27/2026	1.07	25,000,000	25,000,000	25,000,000	23,818,250
U.S. Agencies	3130ANMP2	Federal Home Loan Bank	8/20/2021	7/27/2026	1.07	25,000,000	25,000,000	25,000,000	23,818,250
U.S. Agencies	3130ANMP2	Federal Home Loan Bank	8/20/2021	7/27/2026	1.07	25,000,000	25,000,000	25,000,000	23,818,250
U.S. Agencies	3133EPZY4	Federal Farm Credit Bank	10/30/2023	7/30/2026	5.00	3,000,000	2,991,930	2,994,639	3,072,030
U.S. Agencies	3133EPZY4	Federal Farm Credit Bank	10/30/2023	7/30/2026	5.00	9,615,000	9,589,136	9,597,817	9,845,856
U.S. Agencies	3133EPZY4	Federal Farm Credit Bank	10/30/2023	7/30/2026	5.00	16,000,000	15,956,960	15,971,407	16,384,160
U.S. Agencies	3133EPZY4	Federal Farm Credit Bank	10/30/2023	7/30/2026	5.00	25,000,000	24,936,750	24,957,980	25,600,250
U.S. Agencies	3130ANTG5	Federal Home Loan Bank	9/13/2021	8/10/2026	1.05	25,000,000	25,000,000	25,000,000	23,786,250
U.S. Agencies	3130ANTG5	Federal Home Loan Bank	9/13/2021	8/10/2026	1.05	25,000,000	25,000,000	25,000,000	23,786,250
U.S. Agencies	3130ANTG5	Federal Home Loan Bank	9/13/2021	8/10/2026	1.05	25,000,000	25,000,000	25,000,000	23,786,250
U.S. Agencies	3130ANTG5	Federal Home Loan Bank	9/13/2021	8/10/2026	1.05	25,000,000	25,000,000	25,000,000	23,786,250
U.S. Agencies	3133EPSW6	Federal Farm Credit Bank	8/14/2023	8/14/2026	4.50	50,000,000	49,885,000	49,928,440	50,844,000
U.S. Agencies	3130AP6T7	Federal Home Loan Bank	10/1/2021	9/3/2026	1.08	25,000,000	25,000,000	25,000,000	23,755,000
U.S. Agencies	3130AP6T7	Federal Home Loan Bank	10/1/2021	9/3/2026	1.08	25,000,000	25,000,000	25,000,000	23,755,000
U.S. Agencies	3130AP6T7	Federal Home Loan Bank	10/1/2021	9/3/2026	1.08	25,000,000	25,000,000	25,000,000	23,755,000
U.S. Agencies	3130AP6T7	Federal Home Loan Bank	10/1/2021	9/3/2026	1.08	25,000,000	25,000,000	25,000,000	23,755,000
U.S. Agencies	3130B2PJ8	Federal Home Loan Bank	9/13/2024	9/4/2026	3.63	19,000,000	18,974,730	18,975,361	19,006,460
U.S. Agencies	3130B2PJ8	Federal Home Loan Bank	9/13/2024	9/4/2026	3.63	25,000,000	24,966,750	24,967,580	25,008,500
U.S. Agencies	3130B2PJ8	Federal Home Loan Bank	9/13/2024	9/4/2026	3.63	25,900,000	25,865,553	25,866,413	25,908,806
U.S. Agencies	3130B2PJ8	Federal Home Loan Bank	9/13/2024	9/4/2026	3.63	50,000,000	49,933,500	49,935,160	50,017,000
U.S. Agencies	3133EM4X7	Federal Farm Credit Bank	12/12/2023	9/10/2026	0.80	28,975,000	26,174,277	26,995,226	27,460,767
U.S. Agencies	3130AXCP1	Federal Home Loan Bank	10/18/2023	9/11/2026	4.88	11,895,000	11,821,965	11,846,034	12,175,841
U.S. Agencies	3130APPR0	Federal Home Loan Bank	11/18/2021	10/19/2026	1.43	25,000,000	25,000,000	25,000,000	23,879,000
U.S. Agencies	3130APPR0	Federal Home Loan Bank	11/18/2021	10/19/2026	1.43	25,000,000	25,000,000	25,000,000	23,879,000
U.S. Agencies	3130APPR0	Federal Home Loan Bank	11/18/2021	10/19/2026	1.43	25,000,000	25,000,000	25,000,000	23,879,000
U.S. Agencies	3130APPR0	Federal Home Loan Bank	11/18/2021	10/19/2026	1.43	25,000,000	25,000,000	25,000,000	23,879,000
U.S. Agencies	3133EPZA6	Federal Farm Credit Bank	10/20/2023	10/20/2026	4.88	14,000,000	13,904,940	13,935,037	14,348,460
U.S. Agencies	3133EPZA6	Federal Farm Credit Bank	10/20/2023	10/20/2026	4.88	30,000,000	29,834,100	29,886,625	30,746,700
U.S. Agencies	3134GYRY0	Freddie Mac	5/9/2023	11/2/2026	5.29	25,000,000	25,000,000	25,000,000	24,997,500
U.S. Agencies	3134GYRY0	Freddie Mac	5/9/2023	11/2/2026	5.29	25,000,000	25,000,000	25,000,000	24,997,500
U.S. Agencies	3134GYRY0	Freddie Mac	5/9/2023	11/2/2026	5.29	25,000,000	25,000,000	25,000,000	24,997,500
U.S. Agencies	3134GYRY0	Freddie Mac	5/9/2023	11/2/2026	5.29	25,000,000	25,000,000	25,000,000	24,997,500
U.S. Agencies	3130AQ7L1	Federal Home Loan Bank	12/16/2021	11/16/2026	1.61	25,000,000	25,000,000	25,000,000	23,929,250
U.S. Agencies	3130AQ7L1	Federal Home Loan Bank	12/16/2021	11/16/2026	1.61	25,000,000	25,000,000	25,000,000	23,929,250
U.S. Agencies	3130AQ7L1	Federal Home Loan Bank	12/16/2021	11/16/2026	1.61	25,000,000	25,000,000	25,000,000	23,929,250
U.S. Agencies	3130AQ7L1	Federal Home Loan Bank	12/16/2021	11/16/2026	1.61	25,000,000	25,000,000	25,000,000	23,929,250
U.S. Agencies	3130AXU63	Federal Home Loan Bank	11/17/2023	11/17/2026	4.63	50,000,000	49,911,500	49,937,259	51,090,500
U.S. Agencies	3130AQJ95	Federal Home Loan Bank	1/14/2022	12/14/2026	1.65	25,000,000	25,000,000	25,000,000	23,907,500
U.S. Agencies	3130AQJ95	Federal Home Loan Bank	1/14/2022	12/14/2026	1.65	25,000,000	25,000,000	25,000,000	23,907,500
U.S. Agencies	3130AQJ95	Federal Home Loan Bank	1/14/2022	12/14/2026	1.65	25,000,000	25,000,000	25,000,000	23,907,500
U.S. Agencies	3130AQJ95	Federal Home Loan Bank	1/14/2022	12/14/2026	1.65	25,000,000	25,000,000	25,000,000	23,907,500
U.S. Agencies	3130AYPN0	Federal Home Loan Bank	1/29/2024	1/15/2027	4.13	12,000,000	11,973,000	11,979,139	12,150,360
U.S. Agencies	3130AYPN0	Federal Home Loan Bank	1/29/2024	1/15/2027	4.13	25,000,000	24,943,750	24,956,539	25,313,250
U.S. Agencies	3130AYPN0	Federal Home Loan Bank	1/29/2024	1/15/2027	4.13	29,350,000	29,283,963	29,298,977	29,717,756
U.S. Agencies	3130AYPN0	Federal Home Loan Bank	1/29/2024	1/15/2027	4.13	50,000,000	49,887,500	49,913,078	50,626,500
U.S. Agencies	3133EPX91	Federal Farm Credit Bank	1/25/2024	1/25/2027	4.13	5,000,000	4,992,850	4,998,481	5,071,250
U.S. Agencies	3133EPX91	Federal Farm Credit Bank	1/25/2024	1/25/2027	4.13	10,000,000	9,986,600	9,989,657	10,142,500
U.S. Agencies	3133EPX91	Federal Farm Credit Bank	1/25/2024	1/25/2027	4.13	25,000,000	24,968,500	24,975,685	25,356,250

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity		Par Value	Original Cost	Amortized	
				Date	Coupon			Book Value	Market Value
U.S. Agencies	3133EPX91	Federal Farm Credit Bank	1/25/2024	1/25/2027	4.13	35,000,000	34,955,900	34,965,959	35,498,750
U.S. Agencies	3133EPX91	Federal Farm Credit Bank	1/25/2024	1/25/2027	4.13	50,000,000	49,933,000	49,948,283	50,712,500
U.S. Agencies	3130ARB59	Federal Home Loan Bank	3/22/2022	3/8/2027	2.35	25,000,000	25,000,000	25,000,000	24,213,750
U.S. Agencies	3130ARB59	Federal Home Loan Bank	3/22/2022	3/8/2027	2.35	25,000,000	25,000,000	25,000,000	24,213,750
U.S. Agencies	3130ARB59	Federal Home Loan Bank	3/22/2022	3/8/2027	2.35	25,000,000	25,000,000	25,000,000	24,213,750
U.S. Agencies	3130ARB59	Federal Home Loan Bank	3/22/2022	3/8/2027	2.35	25,000,000	25,000,000	25,000,000	24,213,750
U.S. Agencies	3133ENRD4	Federal Farm Credit Bank	3/16/2022	3/10/2027	1.68	48,573,000	47,432,020	48,015,048	46,486,790
U.S. Agencies	3133EP6K6	Federal Farm Credit Bank	4/2/2024	3/26/2027	4.50	50,000,000	49,910,000	49,925,055	51,057,000
U.S. Agencies	3133ENTS9	Federal Farm Credit Bank	4/6/2022	4/5/2027	2.60	22,500,000	22,392,338	22,445,962	22,001,175
U.S. Agencies	3133ENTS9	Federal Farm Credit Bank	4/6/2022	4/5/2027	2.60	24,500,000	24,377,010	24,438,269	23,956,835
U.S. Agencies	3133ENTS9	Federal Farm Credit Bank	4/6/2022	4/5/2027	2.60	25,000,000	24,804,000	24,901,624	24,445,750
U.S. Agencies	3130BOTY5	Federal Home Loan Bank	4/11/2024	4/9/2027	4.75	17,000,000	16,955,120	16,962,224	17,506,770
U.S. Agencies	3130BOTY5	Federal Home Loan Bank	4/11/2024	4/9/2027	4.75	20,000,000	19,947,200	19,955,557	20,596,200
U.S. Agencies	3130BOTY5	Federal Home Loan Bank	4/11/2024	4/9/2027	4.75	40,000,000	39,894,400	39,911,114	41,192,400
U.S. Agencies	3130BOTY5	Federal Home Loan Bank	4/11/2024	4/9/2027	4.75	48,000,000	47,873,280	47,873,337	49,430,880
U.S. Agencies	3133ERDS7	Federal Farm Credit Bank	5/13/2024	5/6/2027	4.75	12,727,000	12,740,236	12,738,521	13,105,246
U.S. Agencies	3133EN2L3	Federal Farm Credit Bank	11/17/2022	5/17/2027	4.13	4,650,000	4,646,792	4,648,128	4,713,938
U.S. Agencies	3133EN2L3	Federal Farm Credit Bank	11/17/2022	5/17/2027	4.13	5,000,000	4,996,550	4,997,987	5,068,750
U.S. Agencies	3133EN2L3	Federal Farm Credit Bank	11/17/2022	5/17/2027	4.13	21,000,000	20,987,001	20,982,416	21,288,750
U.S. Agencies	3133EN2L3	Federal Farm Credit Bank	11/17/2022	5/17/2027	4.13	25,000,000	24,982,750	24,989,936	25,343,750
U.S. Agencies	3133EPP66	Federal Farm Credit Bank	12/20/2023	5/20/2027	4.00	31,000,000	30,905,760	30,927,374	31,377,580
U.S. Agencies	3133EPP66	Federal Farm Credit Bank	12/20/2023	5/20/2027	4.00	58,850,000	58,662,269	58,705,325	59,566,793
U.S. Agencies	3130ASGU7	Federal Home Loan Bank	7/19/2022	6/11/2027	3.50	10,000,000	10,141,500	10,141,793	9,983,800
U.S. Agencies	3130ASGU7	Federal Home Loan Bank	7/19/2022	6/11/2027	3.50	12,375,000	12,552,829	12,472,766	12,354,953
U.S. Agencies	3130ASGU7	Federal Home Loan Bank	7/20/2022	6/11/2027	3.50	21,725,000	22,016,550	21,885,377	21,689,806
U.S. Agencies	3130AX4E5	Federal Home Loan Bank	5/13/2024	6/11/2027	4.50	11,000,000	10,937,190	10,945,069	11,280,148
U.S. Agencies	3130B1EF0	Federal Home Loan Bank	7/10/2024	6/11/2027	4.63	20,795,634	20,795,634	20,788,188	21,292,703
U.S. Agencies	3133EPMV4	Federal Farm Credit Bank	6/15/2023	6/15/2027	4.13	28,940,000	28,911,928	28,921,036	29,367,154
U.S. Agencies	3133ENZK9	Federal Farm Credit Bank	7/7/2022	6/28/2027	3.24	27,865,000	28,099,066	27,993,820	27,663,815
U.S. Agencies	3133ERJZ5	Federal Farm Credit Bank	6/28/2024	6/28/2027	4.50	30,000,000	29,985,840	29,987,068	30,736,500
U.S. Agencies	3133ERVR9	Federal Farm Credit Bank	9/30/2024	7/1/2027	3.50	55,000,000	54,925,200	54,925,275	54,989,000
U.S. Agencies	3133ERKM2	Federal Farm Credit Bank	7/9/2024	7/8/2027	4.50	25,000,000	25,033,250	25,030,697	25,618,500
U.S. Agencies	3133ERKM2	Federal Farm Credit Bank	7/10/2024	7/8/2027	4.50	25,000,000	25,025,500	25,023,564	25,618,500
U.S. Agencies	3133ERMB4	Federal Farm Credit Bank	7/23/2024	7/23/2027	4.25	10,000,000	9,996,500	9,996,724	10,184,100
U.S. Agencies	3133ERMB4	Federal Farm Credit Bank	7/23/2024	7/23/2027	4.25	15,000,000	14,994,750	14,995,086	15,276,150
U.S. Agencies	3133EPBM6	Federal Farm Credit Bank	2/23/2023	8/23/2027	4.13	10,000,000	9,974,000	9,983,279	10,153,600
U.S. Agencies	3133EPC60	Federal Farm Credit Bank	11/15/2023	11/15/2027	4.63	27,950,000	27,834,008	27,859,493	28,811,978
U.S. Agencies	3133EPC60	Federal Farm Credit Bank	11/15/2023	11/15/2027	4.63	33,300,000	33,161,472	33,191,908	34,326,972
U.S. Agencies	3134H1NT6	Freddie Mac	1/10/2024	1/10/2028	5.41	25,000,000	25,000,000	25,000,000	25,023,750
U.S. Agencies	3134H1NT6	Freddie Mac	1/10/2024	1/10/2028	5.41	25,000,000	25,000,000	25,000,000	25,023,750
U.S. Agencies	3134H1NT6	Freddie Mac	1/10/2024	1/10/2028	5.41	65,000,000	65,000,000	65,000,000	65,061,750
U.S. Agencies	3135GANG2	Fannie Mae	2/14/2024	2/18/2028	5.13	25,000,000	25,000,000	25,000,000	25,012,750
U.S. Agencies	3135GANG2	Fannie Mae	2/14/2024	2/18/2028	5.13	25,000,000	25,000,000	25,000,000	25,012,750
U.S. Agencies	3135GANG2	Fannie Mae	2/14/2024	2/18/2028	5.13	50,000,000	50,000,000	50,000,000	50,025,500
U.S. Agencies	3133EP5S0	Federal Farm Credit Bank	4/9/2024	3/20/2028	4.25	4,971,000	4,916,667	4,923,265	5,088,813
U.S. Agencies	3133ERGL9	Federal Farm Credit Bank	6/26/2024	6/7/2028	4.50	14,934,000	14,962,076	14,960,187	15,424,283
U.S. Agencies	3133ERGL9	Federal Farm Credit Bank	6/7/2024	6/7/2028	4.50	15,000,000	14,994,600	14,995,029	15,492,450
U.S. Agencies	3133ERGL9	Federal Farm Credit Bank	6/26/2024	6/7/2028	4.50	20,000,000	20,037,600	20,035,071	20,656,600
U.S. Agencies	3133EPSK2	Federal Farm Credit Bank	8/7/2023	8/7/2028	4.25	19,500,000	19,412,250	19,432,470	19,992,375
U.S. Agencies	3133EPUN3	Federal Farm Credit Bank	8/28/2023	8/28/2028	4.50	10,000,000	9,979,100	9,983,676	10,351,300

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Maturity		Coupon	Par Value	Original Cost	Amortized	
			Settle Date	Date				Book Value	Market Value
U.S. Agencies	3133EPUN3	Federal Farm Credit Bank	8/28/2023	8/28/2028	4.50	15,000,000	14,962,800	14,970,944	15,526,950
U.S. Agencies	3133EPUN3	Federal Farm Credit Bank	8/28/2023	8/28/2028	4.50	25,000,000	24,943,500	24,955,870	25,878,250
U.S. Agencies	3133EPUN3	Federal Farm Credit Bank	8/28/2023	8/28/2028	4.50	33,000,000	32,904,960	32,925,768	34,159,290
U.S. Agencies	3133ERHN4	Federal Farm Credit Bank	6/20/2024	10/20/2028	4.25	5,000,000	4,972,100	4,973,915	5,134,550
U.S. Agencies	3133ERHN4	Federal Farm Credit Bank	6/20/2024	10/20/2028	4.25	38,000,000	37,785,300	37,799,270	39,022,580
U.S. Agencies	3133EPC45	Federal Farm Credit Bank	11/13/2023	11/13/2028	4.63	12,000,000	11,984,040	11,986,862	12,490,680
U.S. Agencies	3133EPC45	Federal Farm Credit Bank	11/13/2023	11/13/2028	4.63	20,000,000	19,971,600	19,976,621	20,817,800
U.S. Agencies	3133EPC45	Federal Farm Credit Bank	11/13/2023	11/13/2028	4.63	55,000,000	54,922,285	54,936,024	57,248,950
U.S. Agencies	3130AVBD3	Federal Home Loan Bank	4/9/2024	3/9/2029	4.50	25,000,000	25,018,750	25,016,922	25,961,250
U.S. Agencies	3133EP5U5	Federal Farm Credit Bank	4/8/2024	3/20/2029	4.13	51,660,000	51,008,309	51,071,783	52,900,873
U.S. Agencies	3133ERDH1	Federal Farm Credit Bank	5/8/2024	4/30/2029	4.75	27,892,000	28,191,755	28,167,683	29,307,240
U.S. Agencies	3133ERDH1	Federal Farm Credit Bank	5/8/2024	4/30/2029	4.75	30,000,000	30,317,400	30,291,910	31,522,200
U.S. Agencies	3133ERDH1	Federal Farm Credit Bank	5/8/2024	4/30/2029	4.75	63,085,000	63,763,795	63,709,282	66,285,933
U.S. Agencies	3133ERGS4	Federal Farm Credit Bank	6/26/2024	6/11/2029	4.25	10,000,000	9,967,600	9,969,335	10,285,380
U.S. Agencies	3133ERGS4	Federal Farm Credit Bank	6/26/2024	6/11/2029	4.25	10,000,000	9,967,600	9,969,335	10,285,380
U.S. Agencies	3133ERGS4	Federal Farm Credit Bank	6/26/2024	6/11/2029	4.25	10,000,000	9,967,600	9,969,335	10,285,380
U.S. Agencies	3133ERGS4	Federal Farm Credit Bank	6/26/2024	6/11/2029	4.25	20,000,000	19,935,200	19,938,671	20,570,760
U.S. Agencies	3133ERGS4	Federal Farm Credit Bank	6/26/2024	6/11/2029	4.25	29,000,000	28,923,730	28,927,815	29,827,602
U.S. Agencies	3134H16K4	Freddie Mac	7/16/2024	7/9/2029	5.38	25,000,000	25,000,000	25,000,000	25,000,000
U.S. Agencies	3134H16K4	Freddie Mac	7/16/2024	7/9/2029	5.38	25,000,000	25,000,000	25,000,000	25,205,750
U.S. Agencies	3134H16K4	Freddie Mac	7/16/2024	7/9/2029	5.38	65,000,000	65,000,000	65,000,000	65,534,950
U.S. Agencies	3133ERKX8	Federal Farm Credit Bank	7/12/2024	7/12/2029	4.25	20,000,000	19,989,200	19,989,679	20,615,000
U.S. Agencies	3130B2KJ3	Federal Home Loan Bank	9/4/2024	9/4/2029	4.63	25,000,000	25,000,000	25,000,000	24,973,500
U.S. Agencies	3130B2KJ3	Federal Home Loan Bank	9/4/2024	9/4/2029	4.63	25,000,000	25,000,000	25,000,000	24,973,500
U.S. Agencies	3130B2KJ3	Federal Home Loan Bank	9/4/2024	9/4/2029	4.63	50,000,000	50,000,000	50,000,000	49,947,000
U.S. Agencies	3130ATHX8	Federal Home Loan Bank	9/27/2024	9/14/2029	4.13	15,000,000	15,392,700	15,391,834	15,351,960
U.S. Agencies	3130B2TG0	Federal Home Loan Bank	9/24/2024	9/24/2029	4.38	25,000,000	25,000,000	25,000,000	24,893,250
U.S. Agencies	3130B2TG0	Federal Home Loan Bank	9/24/2024	9/24/2029	4.38	25,000,000	25,000,000	25,000,000	24,893,250
U.S. Agencies	3130B2TG0	Federal Home Loan Bank	9/24/2024	9/24/2029	4.38	65,000,000	65,000,000	65,000,000	64,722,450
Subtotals					3.53	\$ 6,730,537,000	\$ 6,722,354,691	\$ 6,725,547,938	\$ 6,723,612,503
Public Time Deposits	PPGHASP70	Bridge Bank NA	6/17/2024	12/16/2024	5.36	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000
Public Time Deposits	PPGO10L16	Bank of San Francisco	7/8/2024	1/6/2025	5.35	10,000,000	10,000,000	10,000,000	10,000,000
Public Time Deposits	PPGICJO02	Bridge Bank NA	7/15/2024	1/13/2025	5.33	10,000,000	10,000,000	10,000,000	10,000,000
Subtotals					5.35	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000
Negotiable CDs	06367DE43	Bank of Montreal/CHI	11/2/2023	10/21/2024	5.86	\$ 60,000,000	\$ 60,000,000	\$ 60,000,000	\$ 60,030,600
Negotiable CDs	89115BH52	Toronto Dominion Bank/NY	10/26/2023	10/21/2024	5.93	50,000,000	50,000,000	50,000,000	50,027,000
Negotiable CDs	06367DFA8	Bank of Montreal/CHI	12/1/2023	10/24/2024	5.58	50,000,000	50,000,000	50,000,000	50,019,500
Negotiable CDs	13606KZ41	Canadian Imperial Bank/NY	4/3/2024	10/24/2024	5.43	50,000,000	50,000,000	50,000,000	50,015,500
Negotiable CDs	78015JJ73	Royal Bank of Canada/NY	12/13/2023	10/24/2024	5.48	50,000,000	50,000,000	50,000,000	50,016,500
Negotiable CDs	89115BP95	Toronto Dominion Bank/NY	12/11/2023	10/24/2024	5.58	50,000,000	50,000,000	50,000,000	50,019,000
Negotiable CDs	89115DJS6	Toronto Dominion Bank/NY	4/3/2024	10/24/2024	5.43	50,000,000	50,000,000	50,000,000	50,017,000
Negotiable CDs	06367DEK7	Bank of Montreal/CHI	11/8/2023	11/6/2024	5.80	50,000,000	50,000,000	50,000,000	50,041,000
Negotiable CDs	06367DJB2	Bank of Montreal/CHI	4/12/2024	11/8/2024	5.44	51,000,000	51,000,000	51,000,000	51,030,600
Negotiable CDs	89115BT59	Toronto Dominion Bank/NY	4/15/2024	12/2/2024	5.51	50,000,000	50,000,000	50,000,000	50,056,500
Negotiable CDs	13606KZ66	Canadian Imperial Bank/NY	4/4/2024	1/2/2025	5.40	50,000,000	50,000,000	50,000,000	50,080,500
Negotiable CDs	89115DK21	Toronto Dominion Bank/NY	4/4/2024	1/2/2025	5.40	50,000,000	50,000,000	50,000,000	50,081,000
Negotiable CDs	78015JQ34	Royal Bank of Canada/NY	5/8/2024	1/28/2025	5.45	25,000,000	25,000,000	25,000,000	25,065,500
Negotiable CDs	06367DL94	Bank of Montreal/CHI	7/2/2024	2/24/2025	5.41	76,000,000	76,000,000	76,000,000	76,245,480

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity		Coupon	Par Value	Original Cost	Amortized	
				Date					Book Value	Market Value
Negotiable CDs	13606K5B8	Canadian Imperial Bank/NY	7/2/2024	2/24/2025		5.41	50,000,000	50,000,000	50,000,000	50,163,500
Negotiable CDs	06367DLL7	Bank of Montreal/CHI	8/15/2024	3/12/2025		4.87	90,000,000	90,000,000	90,000,000	90,144,000
Negotiable CDs	89115BSZ4	Toronto Dominion Bank/NY	4/15/2024	4/9/2025		5.55	50,000,000	50,000,000	50,000,000	50,265,000
Negotiable CDs	06367DJY2	Bank of Montreal/CHI	5/14/2024	5/5/2025		5.47	50,000,000	50,000,000	50,000,000	50,310,500
Negotiable CDs	89115DR65	Toronto Dominion Bank/NY	5/14/2024	5/5/2025		5.47	65,000,000	65,000,000	65,000,000	65,388,700
Negotiable CDs	78015JWF0	Royal Bank of Canada/NY	9/24/2024	6/24/2025		4.22	100,000,000	100,000,000	100,000,000	99,984,000
Negotiable CDs	06367DM44	Bank of Montreal/CHI	9/23/2024	6/30/2025		4.25	100,000,000	100,000,000	100,000,000	100,026,000
Negotiable CDs	13606DAG7	Canadian Imperial Bank/NY	9/23/2024	6/30/2025		4.25	100,000,000	100,000,000	100,000,000	100,026,000
Negotiable CDs	78015JVF1	Royal Bank of Canada/NY	8/15/2024	7/1/2025		4.61	50,000,000	50,000,000	50,000,000	50,135,000
Negotiable CDs	78015JTB3	Royal Bank of Canada/NY	7/16/2024	7/14/2025		5.09	50,000,000	50,000,000	50,000,000	50,331,000
Subtotals						5.17	\$ 1,417,000,000	\$ 1,417,000,000	\$ 1,417,000,000	\$ 1,419,519,380
Commercial Paper	59157TK44	MetLife Short term	3/28/2024	10/4/2024		0.00	\$ 15,000,000	\$ 14,588,333	\$ 14,993,500	\$ 14,985,855
Commercial Paper	62479LKH7	MUFG Bank Ltd/NY	8/13/2024	10/17/2024		0.00	70,000,000	69,333,931	69,836,044	69,813,170
Commercial Paper	89233GKP0	Toyota Motor Credit	3/26/2024	10/23/2024		0.00	75,000,000	72,714,167	74,739,000	74,739,000
Commercial Paper	59157TKQ5	MetLife Short term	4/3/2024	10/24/2024		0.00	10,000,000	9,705,900	9,966,842	9,963,880
Commercial Paper	62479LQK7	MUFG Bank Ltd/NY	3/25/2024	10/24/2024		0.00	50,000,000	48,455,750	49,833,250	49,820,450
Commercial Paper	62479LQK7	MUFG Bank Ltd/NY	4/3/2024	10/24/2024		0.00	50,000,000	48,501,167	49,831,014	49,820,450
Commercial Paper	89233GKQ8	Toyota Motor Credit	4/2/2024	10/24/2024		0.00	50,000,000	48,508,056	49,832,611	49,819,300
Commercial Paper	62479LL45	MUFG Bank Ltd/NY	4/12/2024	11/4/2024		0.00	23,000,000	22,303,777	22,885,089	22,884,241
Commercial Paper	62479LLJ2	MUFG Bank Ltd/NY	4/12/2024	11/18/2024		0.00	52,000,000	50,318,956	51,633,227	51,643,592
Commercial Paper	89233GM29	Toyota Motor Credit	4/15/2024	12/2/2024		0.00	65,000,000	62,789,458	64,406,694	64,438,465
Commercial Paper	62479LM44	MUFG Bank Ltd/NY	4/30/2024	12/4/2024		0.00	36,000,000	34,835,880	35,658,240	35,678,556
Commercial Paper	62479LMD4	MUFG Bank Ltd/NY	6/24/2024	12/13/2024		0.00	15,000,000	14,619,450	14,838,488	14,848,530
Commercial Paper	62479LMG7	MUFG Bank Ltd/NY	4/30/2024	12/16/2024		0.00	50,000,000	48,297,361	49,437,389	49,475,650
Commercial Paper	89233GMG8	Toyota Motor Credit	5/20/2024	12/16/2024		0.00	65,000,000	62,994,208	64,274,094	64,325,430
Commercial Paper	62479LMJ1	MUFG Bank Ltd/NY	6/24/2024	12/18/2024		0.00	50,000,000	48,694,625	49,424,750	49,462,650
Commercial Paper	62479LMP7	MUFG Bank Ltd/NY	6/24/2024	12/23/2024		0.00	22,000,000	21,410,522	21,731,172	21,749,332
Commercial Paper	62479LMW2	MUFG Bank Ltd/NY	6/24/2024	12/30/2024		0.00	15,000,000	14,582,625	14,801,250	14,816,565
Commercial Paper	62479LNP6	MUFG Bank Ltd/NY	6/24/2024	1/23/2025		0.00	15,000,000	14,532,288	14,749,675	14,778,465
Commercial Paper	89233GNQ5	Toyota Motor Credit	5/10/2024	1/24/2025		0.00	60,000,000	57,729,433	58,991,833	59,096,400
Commercial Paper	89233GNU6	Toyota Motor Credit	6/25/2024	3/28/2025		0.00	50,000,000	48,420,722	49,133,944	49,223,650
Commercial Paper	62479LNV3	MUFG Bank Ltd/NY	5/7/2024	1/29/2025		0.00	50,000,000	48,045,708	49,121,667	49,226,500
Commercial Paper	89233GPC4	Toyota Motor Credit	8/28/2024	2/12/2025		0.00	75,000,000	73,292,000	73,637,667	73,705,875
Commercial Paper	62479LPL3	MUFG Bank Ltd/NY	9/27/2024	2/20/2025		0.00	60,000,000	58,909,867	58,939,733	58,941,323
Commercial Paper	62479LPM1	MUFG Bank Ltd/NY	7/17/2024	2/21/2025		0.00	8,000,000	7,749,853	7,836,662	7,853,232
Commercial Paper	62479LQA6	MUFG Bank Ltd/NY	7/17/2024	3/10/2025		0.00	25,000,000	24,162,528	24,432,222	24,494,200
Commercial Paper	62479LQE8	MUFG Bank Ltd/NY	7/17/2024	3/14/2025		0.00	26,000,000	25,114,267	25,394,749	25,462,918
Commercial Paper	62479LQE8	MUFG Bank Ltd/NY	7/15/2024	3/14/2025		0.00	50,000,000	48,279,111	48,833,778	48,967,150
Commercial Paper	62479LQM0	MUFG Bank Ltd/NY	7/17/2024	3/21/2025		0.00	15,000,000	14,475,125	14,636,625	14,679,135
Commercial Paper	89233GQQ2	Toyota Motor Credit	7/2/2024	3/24/2025		0.00	50,000,000	48,093,472	48,748,167	48,915,750
Commercial Paper	89233GQQ2	Toyota Motor Credit	7/18/2024	3/24/2025		0.00	50,000,000	48,250,083	48,777,167	48,915,750
Commercial Paper	89233GQQ2	Toyota Motor Credit	7/30/2024	3/24/2025		0.00	60,000,000	58,017,100	58,544,200	58,698,900
Subtotals						0.00	\$ 1,307,000,000	\$ 1,267,725,723	\$ 1,289,923,410	\$ 1,291,244,364
Medium Term Notes	594918BJ2	Microsoft	9/26/2024	11/3/2025		3.13	\$ 11,749,000	\$ 11,650,191	\$ 11,651,417	\$ 11,646,431
Medium Term Notes	91324PFF4	United Health	7/25/2024	7/15/2026		4.75	15,000,000	14,974,800	14,977,180	15,237,000
Medium Term Notes	594918CN2	Microsoft	7/9/2024	9/15/2026		3.40	6,452,000	6,270,957	6,290,014	6,412,965
Medium Term Notes	594918CN2	Microsoft	7/9/2024	9/15/2026		3.40	13,009,000	12,645,919	12,684,138	12,930,296
Medium Term Notes	14913UAN0	Caterpillar	9/18/2024	10/16/2026		4.45	18,385,000	18,600,288	18,596,596	18,605,436

Investment Inventory

Pooled Fund

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

Monthly Investment Earnings Pooled Fund

For month ended September 30, 2024

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

Monthly Investment Earnings Pooled Fund

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

Monthly Investment Earnings Pooled Fund

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

Monthly Investment Earnings

Pooled Fund

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

Monthly Investment Earnings

Pooled Fund

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

Monthly Investment Earnings

Pooled Fund

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

Monthly Investment Earnings

Pooled Fund

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

Monthly Investment Earnings

Pooled Fund

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

Monthly Investment Earnings Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Accrued Interest Earned	(Amortization) / Accretion	Realized Gain/(Loss)	Total Earnings
Federal Agencies	3135G05X7	FNMA 0.375 08/25/2025	72,500,000	22,656	11,657		34,313
Federal Agencies	3135G05X7	FNMA 0.375 08/25/2025	25,000,000	7,813	5,794		13,606
Federal Agencies	3135G0X24	FNMA 1.625 01/07/2025	39,060,000	52,894	(34,765)		18,128
Federal Agencies	3135GAFY2	FNMA 5.320 10/03/2024	50,000,000	221,667			221,667
Federal Agencies	3135GAFY2	FNMA 5.320 10/03/2024	25,000,000	110,833			110,833
Federal Agencies	3135GAFY2	FNMA 5.320 10/03/2024	25,000,000	110,833			110,833
Federal Agencies	3135GAG39	FNMA 5.375 12/30/2024		108,247			108,247
Federal Agencies	3135GAG39	FNMA 5.375 12/30/2024		108,247			108,247
Federal Agencies	3135GAG39	FNMA 5.375 12/30/2024		108,247			108,247
Federal Agencies	3135GAG39	FNMA 5.375 12/30/2024		108,247			108,247
Federal Agencies	3135GANG2	FNMA 5.130 02/18/2028	50,000,000	213,750			213,750
Federal Agencies	3135GANG2	FNMA 5.130 02/18/2028	25,000,000	106,875			106,875
Federal Agencies	3135GANG2	FNMA 5.130 02/18/2028	25,000,000	106,875			106,875
Federal Agencies	3137EAEP0	FHLMC 1.500 02/12/2025	15,000,000	18,750	190		18,940
Federal Agencies	3137EAEP0	FHLMC 1.500 02/12/2025	5,000,000	6,250	63		6,313
Federal Agencies	3137EAEP0	FHLMC 1.500 02/12/2025	5,000,000	6,250	63		6,313
Federal Agencies	3137EAEP0	FHLMC 1.500 02/12/2025	5,000,000	6,250	63		6,313
Federal Agencies	3137EAEP0	FHLMC 1.500 02/12/2025	50,000,000	62,500	633		63,133
Federal Agencies	3137EAEP0	FHLMC 1.500 02/12/2025	53,532,000	66,915	(41,308)		25,607
Federal Agencies	3137EAEX3	FHLMC 0.375 09/23/2025	22,600,000	7,063	5,492		12,555
Subtotals			\$ 6,730,537,000	\$ 19,920,936	\$ 1,519,085	\$ -	\$ 21,440,021
Public Time Deposits	PPGHASP70	BRIDGE 5.360 12/16/2024	\$ 10,000,000	\$ 44,055			\$ 44,055
Public Time Deposits	PPGICJ002	BRIDGE 5.330 01/13/2025	\$ 10,000,000	43,808			43,808
Public Time Deposits	PPGO10L16	BKSANF 5.350 01/06/2025	10,000,000	44,583			44,583
Subtotals			\$ 30,000,000	\$ 132,446	\$ -	\$ -	\$ 132,446
Negotiable CDs	06367DD44	BMOCHG 5.970 09/23/2024		\$ 182,417			\$ 182,417
Negotiable CDs	06367DE43	BMOCHG 5.860 10/21/2024	60,000,000	293,000			293,000
Negotiable CDs	06367DEK7	BMOCHG 5.800 11/06/2024	50,000,000	241,667			241,667
Negotiable CDs	06367DFA8	BMOCHG 5.580 10/24/2024	50,000,000	232,500			232,500
Negotiable CDs	06367DJB2	BMOCHG 5.440 11/08/2024	51,000,000	231,200			231,200
Negotiable CDs	06367DJY2	BMOCHG 5.470 05/05/2025	50,000,000	227,917			227,917
Negotiable CDs	06367DL94	BMOCHG 5.410 02/24/2025	76,000,000	342,633			342,633
Negotiable CDs	06367DLL7	BMOCHG 4.870 03/12/2025	90,000,000	365,250			365,250
Negotiable CDs	06367DM44	BMOCHG 4.250 06/30/2025	100,000,000	94,444			94,444
Negotiable CDs	13606DAG7	CIBCNY 4.250 06/30/2025	100,000,000	94,444			94,444
Negotiable CDs	13606K5B8	CIBCNY 5.410 02/24/2025	50,000,000	225,417			225,417
Negotiable CDs	13606KC38	CIBCNY 5.940 09/09/2024		66,000			66,000
Negotiable CDs	13606KW51	CIBCNY 5.370 09/11/2024		74,583			74,583
Negotiable CDs	13606KZ41	CIBCNY 5.430 10/24/2024	50,000,000	226,250			226,250
Negotiable CDs	13606KZ66	CIBCNY 5.400 01/02/2025	50,000,000	225,000			225,000
Negotiable CDs	78015J5K9	RY 5.900 09/09/2024		78,667			78,667
Negotiable CDs	78015JAK3	RY 5.960 09/23/2024		218,533			218,533
Negotiable CDs	78015JJ73	RY 5.480 10/24/2024	50,000,000	228,333			228,333
Negotiable CDs	78015JQ34	RY 5.450 01/28/2025	25,000,000	113,542			113,542
Negotiable CDs	78015JTB1	RY 5.090 07/14/2025	50,000,000	212,083			212,083
Negotiable CDs	78015JVF1	RY 4.610 07/01/2025	50,000,000	192,083			192,083
Negotiable CDs	78015JWF0	RY 4.220 06/24/2025	100,000,000	82,056			82,056

Monthly Investment Earnings

Pooled Fund

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

Monthly Investment Earnings Pooled Fund

<u>Type of Investment</u>	<u>CUSIP</u>	<u>Issuer Name</u>	<u>Par Value</u>	<u>Accrued Interest Earned</u>	<u>(Amortization) / Accretion</u>	<u>Realized Gain/(Loss)</u>	<u>Total Earnings</u>
Medium Term Notes	594918CN2	MSFT 3.400 09/15/2026	6,452,000	18,281	6,806		25,087
Medium Term Notes	594918CN2	MSFT 3.400 09/15/2026	13,009,000	36,859	13,650		50,509
Medium Term Notes	91324PFF4	UNH 4.750 07/15/2026	15,000,000	59,375	1,050		60,425
Subtotals			\$ 124,595,000	\$ 238,810	\$ 25,231	\$ -	\$ 264,041
Money Market Funds	09248U718	BlackRock Liquidity Funds T-Fund	\$ 13,861,698	\$ 94,170			\$ 94,170
Money Market Funds	31607A703	Fidelity Govt Portfolio	764,166,957	3,294,557			3,294,557
Money Market Funds	608919718	Federated Hermes Govt Obligations Fund	525,434,315	1,510,961			1,510,961
Money Market Funds	262006208	Dreyfus Government Cash Management	28,091,111	115,407			115,407
Money Market Funds	85749T517	State Street Institutional U.S. Govt MMF	776,174,238	2,632,067			2,632,067
Money Market Funds	61747C319	Morgan Stanley Institutional Liquidity Fund	17,127,419	70,627			70,627
Subtotals			\$ 2,124,855,738	\$ 7,717,789	\$ -	\$ -	\$ 7,717,789
Supranationals	45818WDG8	IADB 0.820 02/27/2026	\$ 19,500,000	\$ 13,325	\$ (1,037)		\$ 12,288
Supranationals	4581XOCM8	IADB 2.125 01/15/2025	100,000,000	177,083	(125,206)		51,877
Supranationals	4581XODN5	IADB 0.625 07/15/2025	28,900,000	15,052	8,452		23,504
Supranationals	4581XODZ8	IADB 0.500 09/23/2024		15,278	8,443		23,721
Supranationals	4581XOEN4	IADB 4.125 02/15/2029	25,000,000	85,938	6,261		92,198
Supranationals	4581XOEN4	IADB 4.125 02/15/2029	50,000,000	171,875	3,100		174,975
Supranationals	459058HT3	IBRD 1.626 01/15/2025	29,314,000	39,720	82,795		122,515
Supranationals	459058JB0	IBRD 0.626 04/22/2025	40,000,000	20,867	(1,885)		18,982
Supranationals	459058KJ1	IBRD 3.125 06/15/2027	12,323,000	32,091	10,969		43,060
Supranationals	45950VQG4	IFC 0.440 09/23/2024		2,689	1,676		4,365
Supranationals	45950VRU2	IFC 4.023 01/26/2026	100,000,000	335,250			335,250
Subtotals			\$ 405,037,000	\$ 909,168	\$ (6,431)	\$ -	\$ 902,737
Secured Bank Deposit	0660P0999	Bank of America TTX INV Deposit Acct	\$ 101,526,866	\$ 426,775			\$ 426,775
Subtotals			\$ 101,526,866	\$ 426,775	\$ -	\$ -	\$ 426,775
Grand Totals			\$15,888,551,603	\$ 39,888,259	\$ 8,215,266	\$ -	\$ 48,103,525

Investment Transactions
Pooled Fund

For month ended September 30, 2024

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

Investment Transactions Pooled Fund

Accounting ID	Transaction Type	Cusip	Description	Price	Settlement Date	Posted Date	Par Value	Principal	Accrued Interest	Total
58366	Buy	313384G37	FHDN 0.000 09/17/2024	99.98564	09/16/2024	09/16/2024	100,000,000.00	99,985,638.89	0.00	99,985,638.89
58367	Buy	313384G37	FHDN 0.000 09/17/2024	99.98564	09/16/2024	09/16/2024	100,000,000.00	99,985,638.89	0.00	99,985,638.89
58368	Buy	313384G37	FHDN 0.000 09/17/2024	99.98564	09/16/2024	09/16/2024	100,000,000.00	99,985,638.89	0.00	99,985,638.89
58369	Buy	313384G37	FHDN 0.000 09/17/2024	99.98564	09/16/2024	09/16/2024	100,000,000.00	99,985,638.89	0.00	99,985,638.89
58370	Buy	313384G37	FHDN 0.000 09/17/2024	99.98564	09/16/2024	09/16/2024	100,000,000.00	99,985,638.89	0.00	99,985,638.89
58371	Buy	912797LH8	B 0.000 09/17/2024	99.98551	09/16/2024	09/16/2024	100,000,000.00	99,985,506.94	0.00	99,985,506.94
58372	Buy	313384G45	FHDN 0.000 09/18/2024	99.98567	09/17/2024	09/17/2024	100,000,000.00	99,985,666.67	0.00	99,985,666.67
58373	Buy	313384G45	FHDN 0.000 09/18/2024	99.98567	09/17/2024	09/17/2024	100,000,000.00	99,985,666.67	0.00	99,985,666.67
58374	Buy	313384G45	FHDN 0.000 09/18/2024	99.98567	09/17/2024	09/17/2024	100,000,000.00	99,985,666.67	0.00	99,985,666.67
58375	Buy	313384G45	FHDN 0.000 09/18/2024	99.98567	09/17/2024	09/17/2024	100,000,000.00	99,985,666.67	0.00	99,985,666.67
58376	Buy	313384G45	FHDN 0.000 09/18/2024	99.98567	09/17/2024	09/17/2024	100,000,000.00	99,985,666.67	0.00	99,985,666.67
58377	Buy	313384G45	FHDN 0.000 09/18/2024	99.98567	09/17/2024	09/17/2024	100,000,000.00	99,985,666.67	0.00	99,985,666.67
58378	Buy	14913UAN0	CAT 4.450 10/16/2026	101.17100	09/18/2024	09/18/2024	18,385,000.00	18,600,288.35	72,722.89	18,673,011.24
58379	Buy	037833CJ7	AAPL 3.350 02/09/2027	99.17200	09/18/2024	09/18/2024	50,000,000.00	49,586,000.00	181,458.33	49,767,458.33
58380	Buy	313384G52	FHDN 0.000 09/19/2024	99.98569	09/18/2024	09/18/2024	100,000,000.00	99,985,694.44	0.00	99,985,694.44
58381	Buy	313384G52	FHDN 0.000 09/19/2024	99.98569	09/18/2024	09/18/2024	100,000,000.00	99,985,694.44	0.00	99,985,694.44
58382	Buy	313384G52	FHDN 0.000 09/19/2024	99.98569	09/18/2024	09/18/2024	100,000,000.00	99,985,694.44	0.00	99,985,694.44
58383	Buy	313384G52	FHDN 0.000 09/19/2024	99.98569	09/18/2024	09/18/2024	100,000,000.00	99,985,694.44	0.00	99,985,694.44
58384	Buy	912797MX2	B 0.000 01/14/2025	98.47965	09/19/2024	09/19/2024	68,000,000.00	66,966,162.00	0.00	66,966,162.00
58388	Buy	06367DM44	BMOCHG 4.250 06/30/2025	100.00000	09/23/2024	09/23/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58389	Buy	13606DAG7	CIBCNY 4.250 06/30/2025	100.00000	09/23/2024	09/23/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58385	Buy	3130B2TG0	FHLB 4.375 09/24/2029	100.00000	09/24/2024	09/24/2024	25,000,000.00	25,000,000.00	0.00	25,000,000.00
58386	Buy	3130B2TG0	FHLB 4.375 09/24/2029	100.00000	09/24/2024	09/24/2024	25,000,000.00	25,000,000.00	0.00	25,000,000.00
58387	Buy	3130B2TG0	FHLB 4.375 09/24/2029	100.00000	09/24/2024	09/24/2024	65,000,000.00	65,000,000.00	0.00	65,000,000.00
58390	Buy	78015JWF0	RY 4.220 06/24/2025	100.00000	09/24/2024	09/24/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58391	Buy	91282CEW7	T 3.250 06/30/2027	99.36719	09/26/2024	09/26/2024	50,000,000.00	49,683,593.75	388,586.96	50,072,180.71
58393	Buy	594918BJ2	MSFT 3.125 11/03/2025	99.15900	09/26/2024	09/26/2024	11,749,000.00	11,650,190.91	145,842.62	11,796,033.53
58392	Buy	3130ATHX8	FHLB 4.125 09/14/2029	102.61800	09/27/2024	09/27/2024	15,000,000.00	15,392,700.00	22,343.75	15,415,043.75
58398	Buy	62479LPL3	MUFGBK 0.000 02/20/2025	98.18311	09/27/2024	09/27/2024	60,000,000.00	58,909,866.67	0.00	58,909,866.67
58394	Buy	3133ERVR9	FFCB 3.500 07/01/2027	99.86400	09/30/2024	09/30/2024	55,000,000.00	54,925,200.00	0.00	54,925,200.00
			Activity Total				6,960,768,000.00	6,957,035,498.82	810,954.55	6,957,846,453.37
58314	Maturity	313384E54	FHDN 0.000 09/03/2024	100.00000	09/03/2024	09/03/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58315	Maturity	313384E54	FHDN 0.000 09/03/2024	100.00000	09/03/2024	09/03/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58312	Maturity	912797LA3	B 0.000 09/03/2024	100.00000	09/03/2024	09/03/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58313	Maturity	912797LA3	B 0.000 09/03/2024	100.00000	09/03/2024	09/03/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
57862	Full Call	3130B0AD1	FHLB 5.500 09/04/2025	100.00000	09/04/2024	09/04/2024	25,000,000.00	25,000,000.00	0.00	25,000,000.00
57863	Full Call	3130B0AD1	FHLB 5.500 09/04/2025	100.00000	09/04/2024	09/04/2024	25,000,000.00	25,000,000.00	0.00	25,000,000.00
57864	Full Call	3130B0AD1	FHLB 5.500 09/04/2025	100.00000	09/04/2024	09/04/2024	25,000,000.00	25,000,000.00	0.00	25,000,000.00
57865	Full Call	3130B0AD1	FHLB 5.500 09/04/2025	100.00000	09/04/2024	09/04/2024	25,000,000.00	25,000,000.00	0.00	25,000,000.00
58316	Maturity	313384E62	FHDN 0.000 09/04/2024	100.00000	09/04/2024	09/04/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58317	Maturity	313384E62	FHDN 0.000 09/04/2024	100.00000	09/04/2024	09/04/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58318	Maturity	313384E62	FHDN 0.000 09/04/2024	100.00000	09/04/2024	09/04/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58319	Maturity	313384E62	FHDN 0.000 09/04/2024	100.00000	09/04/2024	09/04/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58321	Maturity	313384E70	FHLBDN 0.000 09/05/2024	100.00000	09/05/2024	09/05/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58322	Maturity	313384E70	FHLBDN 0.000 09/05/2024	100.00000	09/05/2024	09/05/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58323	Maturity	313384E70	FHLBDN 0.000 09/05/2024	100.00000	09/05/2024	09/05/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58324	Maturity	313384E70	FHLBDN 0.000 09/05/2024	100.00000	09/05/2024	09/05/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58325	Maturity	313384E70	FHLBDN 0.000 09/05/2024	100.00000	09/05/2024	09/05/2024	97,434,000.00	97,434,000.00	0.00	97,434,000.00
57875	Maturity	912797GL5	B 0.000 09/05/2024	100.00000	09/05/2024	09/05/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58326	Maturity	313384E88	FHDN 0.000 09/06/2024	100.00000	09/06/2024	09/06/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58327	Maturity	313384E88	FHDN 0.000 09/06/2024	100.00000	09/06/2024	09/06/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58328	Maturity	313384E88	FHDN 0.000 09/06/2024	100.00000	09/06/2024	09/06/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00

Investment Transactions
Pooled Fund

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

Interest Received Pooled Fund

For month ended September 30, 2024							
Accounting ID	Transaction Type	Cusip	Description	Date Posted	Interest Received	Purchased Interest Adjustment	Net Interest
46468	Interest Income	3133ELQY3	FFCB 1.210 03/03/2025	09/03/2024	96,800.00		96,800.00
57814	Interest Income	91282CHX2	T 4.375 08/31/2028	09/03/2024	1,093,750.00		1,093,750.00
57903	Interest Income	91282CKD2	T 4.250 02/28/2029	09/03/2024	1,062,500.00	225,203.80	837,296.20
46977	Interest Income	912828ZC7	T 1.125 02/28/2025	09/03/2024	281,250.00		281,250.00
46994	Interest Income	912828ZC7	T 1.125 02/28/2025	09/03/2024	281,250.00		281,250.00
47166	Interest Income	91282CCW9	T 0.750 08/31/2026	09/03/2024	187,500.00		187,500.00
47168	Interest Income	3130AP6T7	FHLB 1.075 09/03/2026	09/03/2024	134,375.00		134,375.00
47169	Interest Income	3130AP6T7	FHLB 1.075 09/03/2026	09/03/2024	134,375.00		134,375.00
47170	Interest Income	3130AP6T7	FHLB 1.075 09/03/2026	09/03/2024	134,375.00		134,375.00
47171	Interest Income	3130AP6T7	FHLB 1.075 09/03/2026	09/03/2024	134,375.00		134,375.00
46467	Interest Income	3133ELQY3	FFCB 1.210 03/03/2025	09/03/2024	145,200.00		145,200.00
57862	Interest Income	3130B0AD1	FHLB 5.500 09/04/2025	09/04/2024	687,500.00		687,500.00
57863	Interest Income	3130B0AD1	FHLB 5.500 09/04/2025	09/04/2024	687,500.00		687,500.00
57864	Interest Income	3130B0AD1	FHLB 5.500 09/04/2025	09/04/2024	687,500.00		687,500.00
57865	Interest Income	3130B0AD1	FHLB 5.500 09/04/2025	09/04/2024	687,500.00		687,500.00
57746	Interest Income	78015J5K9	RY 5.900 09/09/2024	09/09/2024	3,569,500.02		3,569,500.02
57906	Interest Income	3130AVBD3	FHLB 4.500 03/09/2029	09/09/2024	562,500.00	93,750.00	468,750.00
47314	Interest Income	3130ARB59	FHLB 2.350 03/08/2027	09/09/2024	293,750.00		293,750.00
47315	Interest Income	3130ARB59	FHLB 2.350 03/08/2027	09/09/2024	293,750.00		293,750.00
47316	Interest Income	3130ARB59	FHLB 2.350 03/08/2027	09/09/2024	293,750.00		293,750.00
47317	Interest Income	3130ARB59	FHLB 2.350 03/08/2027	09/09/2024	293,750.00		293,750.00
57742	Interest Income	13606KC38	CIBCNY 5.940 09/09/2024	09/09/2024	3,003,000.00		3,003,000.00
57815	Interest Income	3133EM4X7	FFCB 0.800 09/10/2026	09/10/2024	115,900.00		115,900.00
57872	Interest Income	89115DC61	TDNY 5.370 09/10/2024	09/10/2024	1,402,166.65		1,402,166.65
47321	Interest Income	3133ENRD4	FFCB 1.680 03/10/2027	09/10/2024	408,013.20		408,013.20
57760	Interest Income	3130AXCP1	FHLB 4.875 09/11/2026	09/11/2024	289,940.63		289,940.63
57874	Interest Income	13606KW51	CIBCNY 5.370 09/11/2024	09/11/2024	1,409,625.00		1,409,625.00
47196	Interest Income	3130A8ZQ9	FHLB 1.750 09/12/2025	09/12/2024	90,081.25		90,081.25
57789	Interest Income	3130AXB31	FHLB 4.875 03/13/2026	09/13/2024	243,750.00		243,750.00
57790	Interest Income	3130AXB31	FHLB 4.875 03/13/2026	09/13/2024	243,750.00		243,750.00
57791	Interest Income	3130AXB31	FHLB 4.875 03/13/2026	09/13/2024	243,750.00		243,750.00
57890	Interest Income	3130AXB31	FHLB 4.875 03/13/2026	09/13/2024	895,293.75	94,503.23	800,790.52
57891	Interest Income	3133EP5K7	FFCB 4.500 03/13/2026	09/13/2024	1,125,000.00	118,750.00	1,006,250.00
57900	Interest Income	3130AXB31	FHLB 4.875 03/13/2026	09/13/2024	609,375.00	74,479.17	534,895.83
47160	Interest Income	3130ANTG5	FHLB 1.050 08/10/2026	09/13/2024	131,250.00		131,250.00
47161	Interest Income	3130ANTG5	FHLB 1.050 08/10/2026	09/13/2024	131,250.00		131,250.00
47162	Interest Income	3130ANTG5	FHLB 1.050 08/10/2026	09/13/2024	131,250.00		131,250.00
47163	Interest Income	3130ANTG5	FHLB 1.050 08/10/2026	09/13/2024	131,250.00		131,250.00
47504	Interest Income	3130ATVD6	FHLB 4.875 09/13/2024	09/13/2024	1,218,750.00		1,218,750.00
57743	Interest Income	3133EPVY8	FFCB 5.000 09/15/2025	09/16/2024	205,750.00		205,750.00
57744	Interest Income	3133EPVY8	FFCB 5.000 09/15/2025	09/16/2024	375,000.00		375,000.00
57745	Interest Income	3133EPVY8	FFCB 5.000 09/15/2025	09/16/2024	500,000.00		500,000.00
57880	Interest Income	3134H1YE7	FHLMC 5.910 03/14/2029	09/16/2024	545,033.33		545,033.33
57881	Interest Income	3134H1YE7	FHLMC 5.910 03/14/2029	09/16/2024	545,033.33		545,033.33
57882	Interest Income	3134H1YE7	FHLMC 5.910 03/14/2029	09/16/2024	1,498,841.68		1,498,841.68
57883	Interest Income	3134H1YE7	FHLMC 5.910 03/14/2029	09/16/2024	545,033.33		545,033.33
58064	Interest Income	594918CN2	MSFT 3.400 09/15/2026	09/16/2024	109,684.00	69,466.53	40,217.47
58065	Interest Income	594918CN2	MSFT 3.400 09/15/2026	09/16/2024	221,153.00	140,063.57	81,089.43

Interest Received Pooled Fund

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

Money Market / Secured Bank Deposit Activity Pooled Fund

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