

INTERAGENCY PLAN IMPLEMENTATION COMMITTEE

ANNUAL REPORT JANUARY 2024

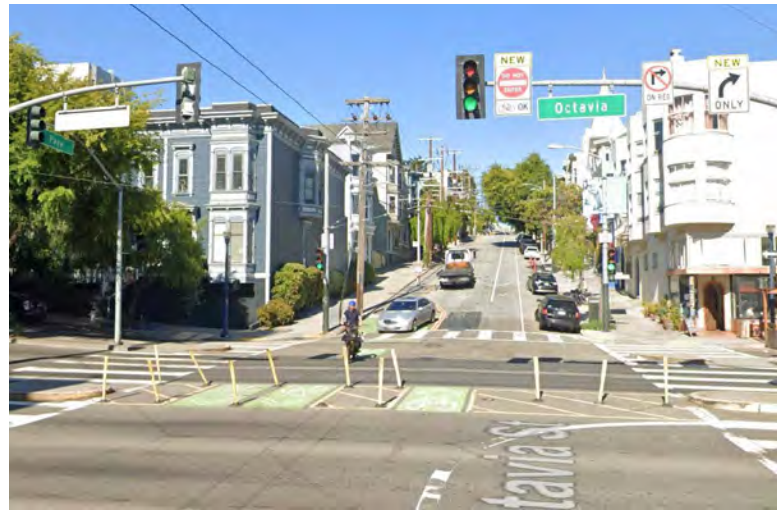


TABLE OF CONTENTS

Introduction	3
Area Plan Reports	7
Balboa Park	8
Background and Highlights.....	8
Map	10
Expenditure Summaries by Status.....	12
Eastern Neighborhoods	14
Background and Highlights.....	14
Project Descriptions	15
Map	20
Expenditure Summaries by Status.....	22
Market and Octavia	24
Background and Highlights.....	24
Project Descriptions	24
Map	31
Expenditure Summaries by Status.....	33
Rincon Hill	35
Background and Highlights.....	35
Project Descriptions	35
Map	38
Expenditure Summaries by Status.....	40

Front cover photo credits (from upper left clockwise): Upper Market Street, Department of Public Works; Page Street Neighborway, SFMTA; Jackson Park Renovation Rendering, Recreation and Parks Department; Harrison Streetscape, Department of Public Works

TABLE OF CONTENTS (CONTINUED)

SoMa	41
Background and Highlights.....	41
Project Descriptions	42
Map	46
Expenditure Summaries by Status.....	48
Transit Center	50
Background and Highlights.....	50
Project Descriptions	51
Maps.....	56
Expenditure Summaries by Status.....	58
Visitacion Valley	60
Background and Highlights.....	60
Maps.....	62
Expenditure Summaries by Status.....	64
Appendix	65
Expenditure Plans	65

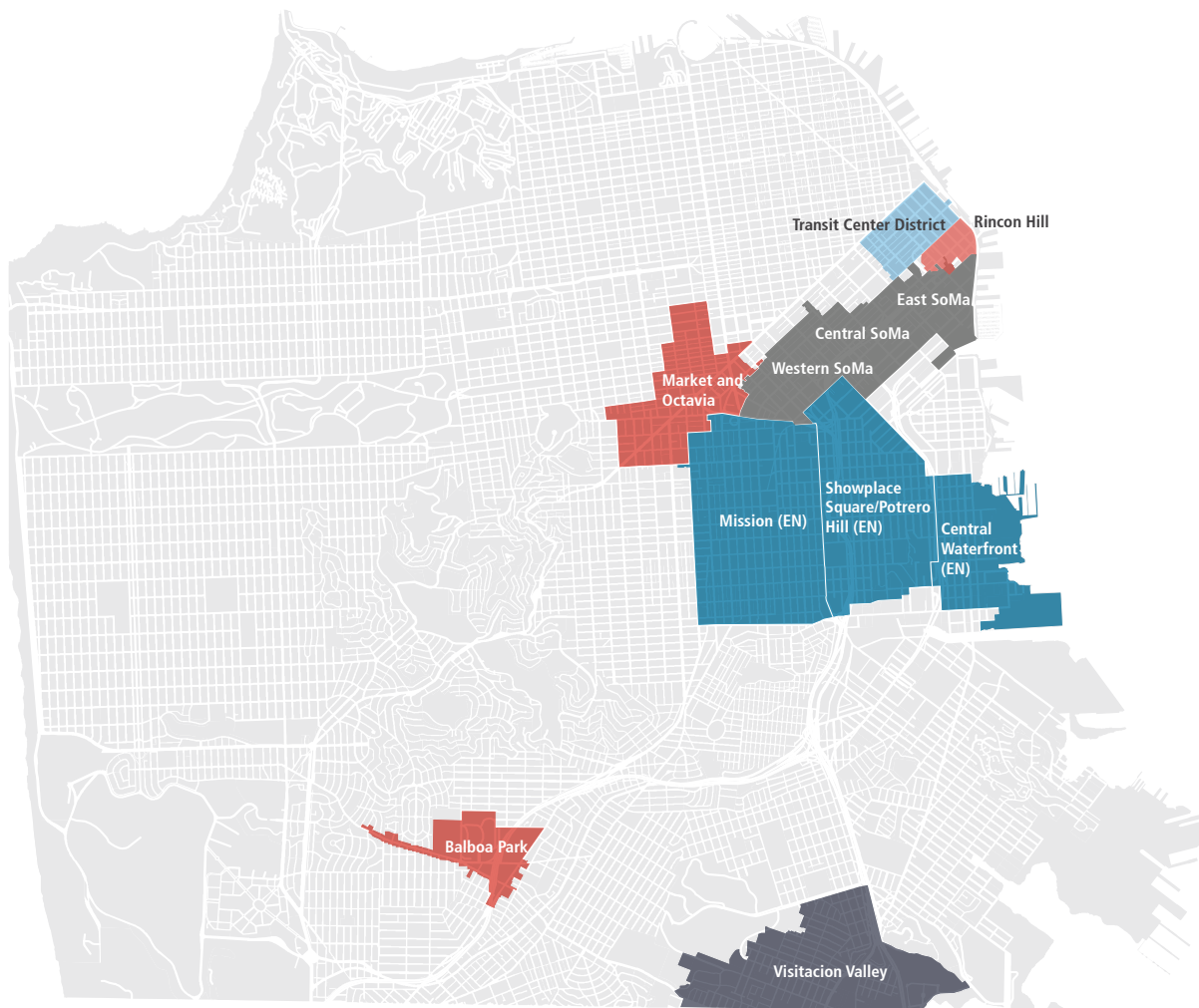
INTRODUCTION

The Interagency Plan Implementation Committee (IPIC) is responsible for overseeing the implementation of eleven Area Plans, which taken together, are expected to have created 44,500 housing units and 60,000 jobs over the next twenty to twenty-five years from plan adoption.

To help implement these Area Plans, the City created geographically based impact fees to fund infrastructure projects that serve the Plans' new growth.

Since the creation of IPIC in 2009, the City has collected \$282 million dollars of infrastructure-related impact fees and expects to collect \$495 million over the next ten years, of which \$286 million is anticipated in the next five. This assumes development projects that are in the pipeline continue to move forward through construction, albeit at a slower pace.

MAP OF PLAN AREAS



The Area Plans that IPIC implements includes Eastern Neighborhoods (comprised of separate Area Plans, Mission, Central Waterfront, and Showplace Square / Potrero), Market Octavia, Rincon Hill, SoMa (comprised of separate Area Plan for East SoMa, Central SoMa, and Western SoMa), Transit Center District, Balboa Park and Visitacion Valley.

Impact fees fund projects under the following categories. The spending categories can vary by Plan Area:

1. Transit
2. Complete Streets
3. Recreation and Open Space
4. Child Care
5. Community Facilities
6. Administration

OVERVIEW

IPIC's duties include identifying capital projects within the Area Plans for implementation, recommending funding amounts for these projects, working to prioritize projects as revenue projections change, facilitating intra-departmental collaboration, coordinating with the Area Plans' Community Advisory Committees (CACs), and producing this annual report. The IPIC is chaired by Planning Department and includes representatives from the Municipal Transportation Agency (MTA), San Francisco Public Works Department (PW), Recreation and Parks Department (RPD), San Francisco County Transportation Authority (SFCTA), the Department of Early Childhood (DEC), Office of Public Finance (OPF) Mayor's Office of Public Policy and Finance, and Capital Planning Committee, among other agencies.

This report serves as the annual progress report required by Administrative Code Article 36.4.

IPIC BUDGET CYCLE PROCESS

Each year, the IPIC updates capital plans for each Area Plan and makes recommendations for how impact fees should be spent. This begins in the summer when the Planning Department generates updated development impact fee projections based on known development projects, an assumed rate of planned growth and any legislative changes that are applicable for that year. The updated projections provide a working budget for each area plan. The IPIC and the CACs review the previous year's Board endorsed capital plan and updated impact fee projections. The IPIC then updates the status of ongoing projects, revenue projections, and anticipated future projects. Over the fall, the IPIC and the CACs (and other means of community input) develop an area-specific expenditure plan for each plan area through an iterative process. The community provides recommendations regarding community priorities. The IPIC provides input on project readiness and the next steps to move community priorities forward.

TRENDS, OPPORTUNITIES AND CHALLENGES

Slowing Of Revenue

For the last three years, revenue has come in more slowly than projected in the previous year. This trend continued this year, though not as dramatically as in the previous four years. Through FY 23, the most recently completed fiscal year, most area plans have greater funding commitments through previous year appropriations, than realized funding. Thus, most expenditure plans show negative balances at the end of FY23. While through the end of FY23, IPIC has transferred \$191.7 million to infrastructure projects, it has also appropriated \$79 million more for which revenue has not yet been realized.

Legislative Changes to Impact Fees

This past year, the Board of Supervisors adopted legislation that reduced and deferred the payment of development impact fees as a means to encourage stalled projects to move forward. This legislation did the following: (1) reduced fees by 33% for development projects that would have projects approved by November of 2026 and begin construction within 30 months of approval; (2) reinstate the fee deferral program that allows developers to defer paying their fees from beginning of construction to the completion of construction; and (3) reduced the amount fees could be indexed for construction inflation.

This reduced the amount of fee revenue from \$32.4 million to \$19.3 million amongst the five fee areas from the current year through FY26

Given the fee reduction and deferral, IPIC does not plan to request any appropriations for the next budget cycle (FY25 and FY26). Even so, the new projected fee revenue is unlikely to catch up with previous appropriation commitments over the next two years.

Outside of the two-year budget cycle, IPIC decided to retain its previous programmed funding amounts through FY29 in the respective expenditure plans even though many of the line items are not likely to be funded due to the reduced fee projections. IPIC wanted to maintain the programmed amounts to demonstrate previous expectations of fundings through the impact fee requirements, and to hold those amounts steady in case projects begin to move forward and the funding picture improves.

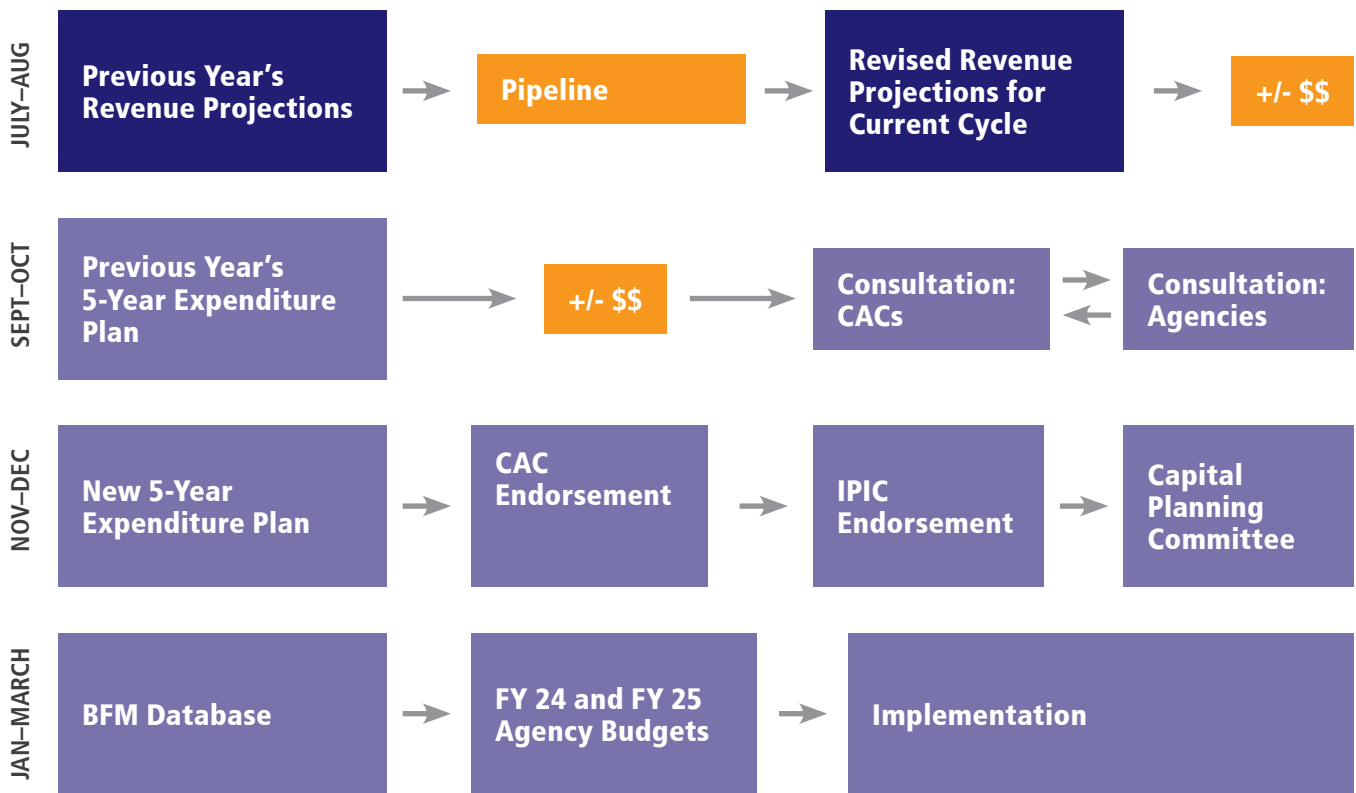
Impact Fees and Capital Projects

As described above, the slowing of development means a delay for the City to collect impact fees, and the delay in revenue has had an impact on the City being able to fund capital projects. The structure of IPIC has given the city a forum to better coordinate capital improvements to realize the vision developed through our community planning efforts. This means that even with the delay in impact fee revenue, the coordination and vision has helped the city find alternative funding sources to ensure successful delivery of projects identified in the area plans. Some of the plan areas reported in this document are over fifteen years old and as we consider economic conditions and the financial challenges that exist today, we are also reminded of the suite of projects that have been built, which for some plan areas represent the majority of projects that were identified in the Area Plan.

Community Advisory Committee

Community Advisory Committees (CACs) play an important role in advising the Planning Department and IPIC on the prioritization of impact fee revenue. Over the last year, there have been several vacant seats on the CACs. Having vacancies on the CAC can create challenges of having quorum and limiting the CAC in being able to take a formal action on agenda items. The Planning Department works proactively with the Board and the Mayor's Office to appoint new members and to ensure member terms are up to date.

IPIC BUDGET CYCLE PROCESS



AREA PLAN REPORTS

The following Chapters provide summaries for each Plan Area. Each chapter provides a brief description of highlights from the previous year, a five-year expenditure plan related to Area Plan fee revenue, a map of capital projects, and a list and description of capital projects moving forward. The Plan Areas covered in this report are:

- 1. BALBOA PARK**
- 2. EASTERN NEIGHBORHOODS**
 - MISSION
 - CENTRAL WATERFORNT
 - SHOWPLACE SQUARE/ POTRERO
- 3. MARKET AND OCTAVIA**
- 4. RINCON HILL**
- 5. SOUTH OF MARKET (SOMA)**
- 6. TRANSIT CENTER**
- 7. VISITATION VALLEY**

BALBOA PARK

Background and Highlights

The Balboa Park Station Area Plan was adopted in the spring of 2009. The plan calls for a number of major transportation and public realm infrastructure improvements and 1,780 new housing units.

The plan is not expected to generate a significant amount of impact fee revenue for two reasons. First, a significant majority of expected new development is proposed on publicly owned land, which prioritizes affordable housing, and is not expected to pay the Balboa Park Impact Fee. Second, outside of these public sites, the plan area generally contains few privately- owned developable sites. The expected revenues that are generated will be allocated to the appropriate agencies to fund streetscape, open space or other projects in the plan area. The Planning Department projects approximately \$339,000 in impact fee revenue in the Plan Area through Fiscal Year 2029.

Due to the several ongoing planning efforts and projected funding needs beyond the scale of projected impact fees, the IPIC has been allocating enhancement funds to close funding gaps and complete agency projects that further the goals of the area plan.

Despite the minimal impact fees, the Balboa Park Station Area continues to be a focus of ongoing improvement and future planning to increase the safety, access and mobility improvements for pedestrians, cyclists and transit riders particularly along Ocean Avenue and Geneva Avenue. To that end, several transportation plans and projects were recently completed, while still others get closer to implementation.

Ongoing Planning

BALBOA RESERVOIR

The Balboa Reservoir Site is a 17-acre parking lot owned by the SFPUC and leased to City College. It lies between Ocean Avenue residences, City College, Riordan High School and the Westwood Park neighborhood. As part of San Francisco's Public Lands for Housing program, a mix of affordable housing, market-rate housing and open space is planned for the site. The Project's Master Plan and Development Agreement (DA were unanimously approved by the Planning Commission and Board of Supervisors in May 2020 and August 2020, respectively.) Since that approval, the Planning Department has approved the first phase application, and subsequent Design Review applications for Blocks C, D, E, F, and the initial open space. The phase approval enables 628 units (278 affordable) along with the initial open space, the two-acre "Reservoir Park".

UPPER YARD

MOHCD worked with SFMTA and BART to develop affordable housing on the Upper Yard of Balboa Park Station. Construction on 131 new affordable homes at the Balboa Park Upper Yard is now complete. The completed project features not only new affordable housing, but also associated community benefits such as a licensed early childhood education center with an outdoor activity area, a family resource center, and two additional commercial spaces with operators to be determined. The BART drop off area has been redesigned as part of the project.

OCEAN AND GENEVA CORRIDOR DESIGN PLAN

Pedestrian safety and access to Balboa Park Station continues to be one of the highest community priorities. The Ocean and Geneva Corridor Design, from Frida Kahlo Way to San Jose, includes concept designs to improve pedestrian and cyclist safety along Ocean Avenue; realign the Ocean/FKW/Geneva intersection; and add bike facilities, bulb-outs, trees, and lighting. Planning and implementing agencies will continue collaborating to secure capital funds for implementation.

FRIDA KAHLO WAY / OCEAN AVE / GENEVA AVE INTERSECTION PROJECT

This project resulted in a planning document in early 2021 (available on its project website – sfmta.com/oceanavesafety) for improving safety, accessibility, and comfort for people traveling through the Frida Kahlo Way / Ocean Ave / Geneva Ave intersection. This document will serve as a jump-off point for future efforts, including a quick-build project to improve traffic safety and transit reliability at and near the intersection in 2024.

GENEVA AVENUE/SAN JOSE AVENUE INTERSECTION STUDY

A planning study was completed in 2020 which included recommendations for relocated M Line stops on San Jose Avenue at Niagara Avenue with large transit bulb-outs. The study also informed the streetscape design for the adjacent Upper Yard housing development, described above. The SFMTA is partnering with SFPW on conceptual engineering for the relocated M Line stops via the broader M Ocean View Transit and Safety Project and will seek funding for detailed design and implementation.

I-280 SOUTHBOUND OFF-RAMP

The San Francisco County Transportation Authority (SFCTA) is planning to realign the I-280 Southbound Off-Ramp at Ocean Ave to improve safety along Ocean Ave at the intersection. The SFCTA completed the environmental phase and Caltrans approved the project study report-project report (PSR-PR) in early 2021. The project team recently secured funding for the design phase. SFCTA will release an RFP for design. The project is currently in Design Phase with construction expected to start in 2025.



Balboa Park Projects

1. Unity Plaza
2. Ocean & Geneva Corridor Design
3. Ingleside Library Garden
4. Lee Avenue and Brighton Avenue Extension Plazas
5. Balboa Park Station Area and Plaza improvements
6. Geneva Car Barn



1



2



3

BALBOA PARK

1. Balboa Park Upper Yard
2. City College Facilities Master Plan
3. Balboa Reservoir Site Rendering

Photo credits: (1) Mission Housing; (2) SFMTA; (3) Reservoir Community Partners, LLC

Balboa Park

Transferred

Category	IPIC No.	Project	Agency	Transferred
Transportation / Transit	3	Transit: Planning and Near-Term Improvements Enhancement Fund	MTA	\$ 88,000
Transportation / Transit	4	Plaza (In-Kind)	IN-KIND	\$ 1,579,000
Complete Streets	9	Pedestrian, Bicycle and Streetscape Enhancement Fund	DPW	\$ 260,000
Recreation and Open Space	14	Recreation and Open Space: Planning and Near-Term Improvements Fund	RPD	\$ 233,768
Child Care	19	OECE Child Care NOFA Program	OECE	\$ 89,000
Admin	24	Admin	DCP	\$ 10,045
Total			\$	2,259,813

Ongoing Commitments

	IPIC No.	Project	Agency	Appropriated Not Transferred	Programmed	Total
Transportation / Transit	5	Transit: Planning and Near-Term Improvements Enhancement Fund	MTA	\$	38,000 \$	38,000
Complete Streets	10	Pedestrian, Bicycle and Streetscape Enhancement Fund	DPW	\$ 34,000 \$	50,000 \$	84,000
Recreation and Open Space	15	Recreation and Open Space: Planning and Near-Term Improvements Fund	RPD	\$ 3,232 \$	27,000 \$	30,232
Child Care	20	OECE Child Care NOFA Program	OECE	\$ 43,000 \$	17,000 \$	60,000
Admin	26	Admin	DCP	\$	34,955 \$	34,955
Total				\$ 80,232 \$	166,955 \$	247,187
		Revenue FY24 through FY29			\$	357,000
		Surplus			\$	109,813

EASTERN NEIGHBORHOODS

Background and Highlights

The Eastern Neighborhoods (EN) Area Plan (originally comprised of East SoMa, Western SoMa, the Mission, Showplace Square / Potrero, and Central Waterfront (aka Dogpatch)), adopted in early 2009, provided new land use policies and regulations that, among other things, preserved land specifically for production, distribution and repair uses (PDR), made available previously industrial neighborhoods to mixed use development, and set forth policies that require new mixed use and residential neighborhoods be developed as complete neighborhoods.

The original approvals for the Plan included an implementation document that laid out the types of infrastructure improvements that should be pursued along with suggested sources of funding. The Plan included the establishment of the Eastern Neighborhoods Infrastructure Impact Fee, as a key funding mechanism.

Unlike other Area Plans, which included specific lists of capital improvements, the EN Area Plans identifies capital projects on a much more conceptual and programmatic level. For example, the Implementation Document established the goal of constructing one new park and rehabilitating an existing park in each of the EN Neighborhoods.

To further identify and define capital projects, the Planning Department has published several implementation plans. These Plans include The Mission District Streetscape Plan, the Showplace Square Open Space Plan, EN Trips, and the Central Waterfront / Dogpatch Public Realm Plan. Because capital improvements were described at a high level in the initial Eastern Neighborhoods approvals, the Planning Department has been working with the implementing agencies, the CAC, and community stakeholders to identify and prioritize projects on an ongoing basis.

In the next five years (FY25 through FY29), the City expects to collect about \$19,200,000 in impact fees, which is significantly less than last year's projections due to the recently adopted fee reduction and deferral legislation (see discussion in introduction).

Planning staff presented the proposed Eastern Neighborhoods Expenditure Plan (EP) at the Eastern Neighborhoods Community Advisory Committee (CAC) meeting in December 2023. meeting, when they endorsed the Eastern Neighborhoods Expenditure Plan for FY25 – FY29. However, the CAC expressed concern about the loss of revenue particularly in its impact to funding the

rehabilitation of Jackson Square Park, which is the next major parks project planned to be funded with impact fees. The CAC asked staff to see if there was any additional funding that could be found either through unused funds from other projects and to see if any revenue had inadvertently been assigned to South of Market.

Ongoing Planning

SF RAILYARDS PROJECT

Adjacent to the Showplace Square / Potrero Plan area, the SF Railyard Project is currently underway. For more information about the SF Railyard Project, please refer to description under the SoMa narrative.

CITIZEN ADVISORY COMMITTEE (CAC)

The CAC is to be comprised of 11 members (7 appointed by the Board of Supervisors and 4 appointed by the Mayor). The CAC focuses on implementation of the Eastern Neighborhoods Implementation Program and priority projects.

Over the last 15 years the CAC has met continuously and has helped to advocate for and shape capital projects in the plan area. Highlights include:

- Since 2009 the City has collected \$67 million in revenue for capital projects in the Mission, Showplace Square and Central Waterfront portions of the Eastern Neighborhood, and \$125 million when including SoMa.
- Completed projects include but are not limited to: 22nd Street Green Connections, 16th Street/ 22 Fillmore Phase 1, Potrero Avenue Streetscape Improvements, Treat Plaza, In Chan Kaajal Park, Garfield Square Aquatic Center, Daggett Park, Juri Commons, etc.
- Created the Eastern Neighborhoods Community Grant Program; advocated and assured funding for numerous community-based projects (22nd Street, Potrero Gateway, Dogpatch / Minnesota Grove, etc.)
- Approved five completed in-kind projects for a total value of \$8.8 million (Potrero Kids, Daggett Park, Dogpatch Art Plaza, Ringold Alley, Eagle Plaza)
- Provided ongoing invaluable guidance and advice on Agency Capital Plans and Work Programs, Implementation Programs, and new Area Plans.

Per Chapter 5 of the City’s Administrative Code, the EN CAC is scheduled to sunset on January 1, 2024. The Department would like to thank all of the members of the EN CAC for their service and time and collaboration.

Abbie Wertheim | Alex Wong | Alisa Shen | Andrew Cheng | Anne Cervantes | Arthur Reis | Bruce Kin Huie | Chirag Bhakta | Chris Block | Chris Durazo | Cliff Bargar | Cyndy Comerford | Dan Murphy | David Ho | Don Bragg | Eric Quezada | Eric Smith | Fernando Marti | Gillian Gillette | Heather Phillips | Henry Karnilowitz | Irma Lewis | Jane Weil | Jared Doumani | Joe Boss | John Elberling | Jolene Yee | J.R. Eppler | Julie Leadbetter | Kate Sofis | Kate White | Keith Goldstien | Kelly Kozac | Kevin Ortiz | Kim-Shree Maufas | Kristian Ongoco | Marcia Contreras | Matthias Mormino | Maureen Sedonaen | Nathan Mee | Oscar Grande | Robert Lopez | Roshann Pressman | Ryan Jackson | Sara Bahat | Sarah Souza | Susan Eslick | Tanya Chiranakhon | Theresa Imperial | Toby Levy | Tony Meneghetti | Trevor Chandler | Uzuri Pease-Greene | Walker Bass | Wendy Phillips

Project Descriptions

16TH STREET / 22-FILLMORE IMPROVEMENTS (MAP / EXPENDITURE PLAN LINE ITEM NO 9)

The 16th Street Improvement Project envisions the transformation of the 16th Street corridor into a highly efficient transit corridor along with pedestrian and streetscape improvements between Church Street and 3rd Street. The project is being phased with construction completed on Phase 1 between Potrero Avenue and 3rd Street in 2020 and construction beginning on Phase 2 between Church Street and Potrero Avenue in 2021. The project will include transit only lanes, accessible pedestrian signals and visible crosswalks, new bus shelters and boarding islands, bus bulbs for easier/safer boarding, bus priority traffic signals, and new trees and streetscape improvements.

Project Origin:

Original Eastern Neighborhoods Implementation Document, EN Plan Area Infrastructure Maps, EN Trips. 16th Street is an EN Priority Project.

Project Status and Delivery:

Phase 1 between Potrero Avenue and 3rd Street is complete. Phase 2 is under construction.

Total Costs:

Approximately \$78,000,000 for both phases

IPIC Funds:

- \$21,404,000 total
- \$20,930,000 transferred
- \$473,000 appropriated not transferred

22ND STREET GREEN CONNECTION (MAP / EXPENDITURE PLAN LINE ITEM NOS. 12 AND 22)

Streetscape improvements along 22nd Street in the Dogpatch neighborhood between Illinois Street and Pennsylvania includes new pedestrian lighting, paving, corner bulb-outs, new street trees and drought tolerate planting, and decorative cross walk treatments.

Project Origin:

GreenTrust SF 22nd Street Master Plan; EN Area Plan Implementation Maps; Green Connections Plan

As a “Green Connections” project, the streetscape improvements highlight the streets connection to open space and parks and include ecological features. This Project is rooted in a community initiated and sponsored streetscape plan.

Project Status and Delivery:

Complete

Total Costs:

Approximately \$4,600,000

IPIC Funds:

\$3,800,000

POTRERO AVENUE STREETScape (MAP / EXPENDITURE PLAN LINE ITEM NO. 13)

The Potrero Avenue project includes, but is not limited to, roadway repaving, new transit only lanes, protected bike lanes, widen sidewalks, corner bulbouts, street trees and other landscaping and amenities.

Project Origin:

EN Area Plan Implementation Maps

Project Status and Delivery:

Complete.

Total Costs:

Approximately \$25,000,000

IPIC Funds:

\$1,400,000

PEDESTRIAN, BICYCLE, AND STREETScape ENHANCEMENT FUND (EXPENDITURE PLAN LINE ITEM NOS. 14 AND 27)

This fund was created to enable flexible, nimble, and strategic spending of Eastern Neighborhood transportation dollars in the short term. The funds are to provide Public Works access to funds that can fill the last gaps of projects and/or to prioritize Eastern Neighborhood projects above others for implementation.

Project Origin:

IPIC

Project Status and Delivery:

Funds were made available to streetscape, bike and pedestrian projects upon request and after consultation with IPIC and the EN CAC.

\$650,000 was allocated to 22nd Street Green Connection (see above); \$400,000 has been allocated to Treat Plaza; and \$1,092,000 has been allocated to a the Potrero Gateway Project.

Remaining funds will be used to backfill EN IPIC projects that have not received revenue transfers as IPIC revenue has slowed down. Once revenue is received, funds will go back to this line item.

Total Costs:

\$2,939,000 total

IPIC Funds:

\$2,939,000 total

DOGPATCH / CENTRAL WATERFRONT AND SHOWPLACE / POTRERO STREETScape IMPROVEMENTS (MAP / EXPENDITURE PLAN LINE ITEM NO. 29)

This IPIC line item was created to set aside funds for Central Waterfront and Showplace/Potrero streetscape projects. The Central Waterfront / Dogpatch Public Realm Plan has been completed and documents the need for streetscape improvements throughout the Dogpatch neighborhood.

As a next step, Public Works is working with the community on identifying and scoping projects for implementation. While funds within this project can also be spent on Showplace / Potrero street projects, IPIC and the CAC indicated a desire to have funds spent in Dogpatch as an initial priority given the readiness of Dogpatch projects.

The Minnesota Streetscape project will install sidewalks and streetscape elements (trees, lighting, etc.) along the east side of Minnesota from 23rd to 25th Streets in Dogpatch. The project will also make modifications to the existing linear green space known as Minnesota Grove.

Project Origin:

Dogpatch / Central Waterfront Public Realm Plan; Showplace Square Open Space Plan.

Project Status and Delivery:

Public Realm Plan completed 2018. Minnesota Streetscape project is under construction.

Total Costs:

TBD; \$4,700,000 for Minnesota Streetscape Project.

IPIC Funds:

- \$9,447,000 total
- \$2,978,000 transferred
- \$3,154,000 appropriated not transferred
- \$3,315,000 programmed FY27 through FY29

POTRERO GATEWAY PROJECT (PREVIOUSLY REFERRED TO AS "THE LOOP") (MAP / EXPENDITURE PLAN LINE ITEM NO. 48)

The Potrero Gateway (previously referred to as "The Loop") project consists of a series of open space and streetscape improvements under and around Highway 101 on 17th Street between Vermont and San Bruno.

Project Origin:

Community sponsored and proposed project.

Project Status and Delivery:

- Project under construction and substantial completion is expected Summer 2023.

Total Costs:

\$5,300,000

IPIC Funds:

- \$2,542,000 total
- \$1,750,000 transferred

TREAT PLAZA (MAP / EXPENDITURE PLAN LINE ITEM NO. 29.1)

The project will improve safety, comfort, and mobility for pedestrians, cyclists, transit riders, and motorists. The sidewalk will be extended farther into the intersection, and planters will offer decorative seating, and provide a protective barrier to traffic.

Project Origin:

The Project was envisioned as part of the Mission District Streetscape Plan.

Project Status and Delivery:

Completed. Undergoing long-term plant establishment period.

Total Costs:

\$2,100,000

IPIC Funds:

\$1,411,000

MISSION RECREATION CENTER REHABILITATION (MAP / EXPENDITURE PLAN LINE ITEM NO. 40)

Located on a through-block facing both Harrison Street and Treat Avenue between 20th and 21st Street, the facility includes an interior basketball court and fitness center along with an outdoor playground located in an interior courtyard and programming rooms in two different facilities: Mission Recreation Center and Mission Arts Center. Mission Rec and Arts Centers are in need of renovations for seismic safety, upgraded access, and replacement of failing structures, systems, and play features. The building will undergo seismic, structural and feasibility studies to identify potential improvements.

Project Origin:

Eastern Neighborhoods Implementation Document (the document called for one rehabilitated park in each of the EN Neighborhoods areas)

Project Status and Delivery:

Under Development. RPD expects to start planning for this project this fiscal year FY23/24.

Total Costs:

TBD

IPIC Funds:

- \$1,000,000 previously transferred [to be deferred and reappropriated in FY29]
- \$940,000 appropriated but not yet transferred [to be deferred and reappropriated in FY30]
- \$1,800,000 new appropriation in later years

JACKSON PLAYGROUND (MAP / EXPENDITURE PLAN LINE ITEM NO. 41)

The renovation of Jackson Playground will ensure the continued operation as an important local and regional resource and create a vibrant and safe open space for children and adults to enjoy for generations to come. The 4.9-acre Jackson Playground is located in Potrero Hill and occupies an entire city block. Jackson Playground includes picnic areas, tennis, and basketball courts, two ball fields, a children's play area and clubhouse. The community-driven concept design included reorientation and renovation of some existing park amenities such as the sports fields, construction of a new playground, and the relocation, renovation, and extension of the historic clubhouse.

Project Origin:

Original Eastern Neighborhoods Implementation Document (the document called for one rehabilitated park in each of the EN Neighborhoods areas)

Project Status and Delivery:

Environmental review for Jackson Playground concept plan was completed in June 2022 and concept design was approved by the Recreation and Park Commission in March 2023. The park’s renovation will also receive funding from the 2020 Health & Recovery G.O. Bond as a Recovery Park, General Fund, Open Space Fund, and private fundraising generated by Friends of Jackson Park (FoJP). The project construction schedule will be dependent on impact fee delivery.

Total Costs:

\$ 42,600,000

IPIC Funds:

- \$8,000,000
- \$1,000,000 transferred
- \$600,000 appropriated but not yet transferred
- \$6,300,000 Programmed FY24 through FY29

GARFIELD SQUARE AQUATICS CENTER (MAP / EXPENDITURE PLAN LINE ITEM NO. 42)

The project included the full renovation of the existing pool building into a higher-capacity Aquatics Center by demolishing and replacing the adjacent clubhouse building. The newly reconfigured aquatic center includes a shared entry lobby to access the pool facility and clubhouse, a new multi-purpose courtyard, new and restored murals and improved park accessibility and new landscaping.

Project Origin:

2012 Clean and Safe Neighborhood Parks Bond

Project Status and Delivery:

Project completed and open to the public.

Total Costs:

\$22,300,000

IPIC Funds:

\$8,700,000

JURI COMMONS (MAP / EXPENDITURE PLAN LINE ITEM NO. 43)

The project included the full renovation of the Children’s Play Area including accessibility and safety improvements, added fitness equipment, landscaping, a multi-use lawn and improved seating. This project also received funding from the 2012 Let’sPlaySF! Bond which additionally funded the renovation of the pathway, new irrigation, fencing, planting, and other amenities at the park.

Project Origin:

Identified as a Let’sPlaySF! Site and Community Opportunity Fund project from the 2012 Clean and Safe Neighborhood Parks Bond

Project Status and Delivery:

Project completed and open to the public.

Total Costs:

\$1,900,000

IPIC Funds:

\$1,000,000

CENTRAL WATERFRONT OPEN SPACE IMPROVEMENTS (MAP / EXPENDITURE PLAN LINE ITEM NO. 46)

This line item was created to set aside sufficient funds for Central Waterfront open space rehabilitation projects. Projects for which these funds could be used include, but are not limited to, RPD’s Esprit Park and other parks not under RPD jurisdiction: Woods Yard, the Minnesota Grove, and Warm Water Cove.

Project Origin:

Eastern Neighborhoods Implementation Document (the document called for one rehabilitated park in each of the EN Neighborhoods areas)

Project Status and Delivery:

This line item was kept flexible to enable further scoping and prioritization with the community.

Total Costs: TBD

IPIC Funds:

\$1,900,000 appropriated but not yet transferred

ESPRIT PARK (MAP / EXPENDITURE PLAN LINE ITEM NO. 47)

The Esprit Park renovation is a partnership project between RPD, UCSF and the Dogpatch and Northwest Potrero Hill Green Benefit District. Renovation of this roughly 2-acre park includes drainage and irrigation improvements, refined circulation throughout the park, retaining the urban forest feel, clarifying functional use areas, and providing infrastructure and amenities for different user groups including children, adult fitness community, and off-leash dog walkers.

Project Origin:

Original Eastern Neighborhoods Implementation Document (the document called for one rehabilitated park in each of the EN Neighborhoods areas); Central Waterfront / Dogpatch Public Realm Plan.

Project Status and Delivery:

Concept plans were approved by the Recreation and Park Commission in February 2021. Construction began in early 2023. Construction completion and park re-opening anticipated early 2024.

Total Costs:

\$8,500,000

IPIC Funds:

\$3,511,000

UCSF Funding:

\$4,200,000

FRANKLIN SQUARE PAR-COURSE AND LIGHTING (MAP / EXPENDITURE PLAN LINE ITEM NO. 36)

Park improvements included ADA Accessibility, installation of a concrete seat wall to delineate edge of equipment, additional lighting and parcourse equipment as well as replacement of pathway along Bryant Street. This project also received funding from RPD's General Fund.

Project Origin:

Eastern Neighborhoods

Project Status and Delivery:

Project is completed and opened in 2019.

Total Costs:

\$450,000

IPIC Funds:

\$210,000

CHILD CARE (EXPENDITURE PLAN LINE ITEM NO. 57)

The Eastern Neighborhood Plan calls for the construction of new child care facilities to meet the needs of future residents and employees. To spend the funds, IPIC delegates the Department of Early Childhood (DEC) - previously known as the Office of Early Care and Education and now combined with First 5 San Francisco to form a new City department - to work with child care operators to identify new opportunities for child care in the plan area, to develop new facilities and increase access. In 2018, DEC issued a Notice of Availability of Funds and selected the Mission Neighborhood Center to receive \$1,200,000 to go toward the acquisition/renovation of a new site at 1240 Valencia Street.

Project Origin:

Eastern Neighborhoods Implementation Document

Project Status and Delivery:

Ongoing

IPIC Funds:

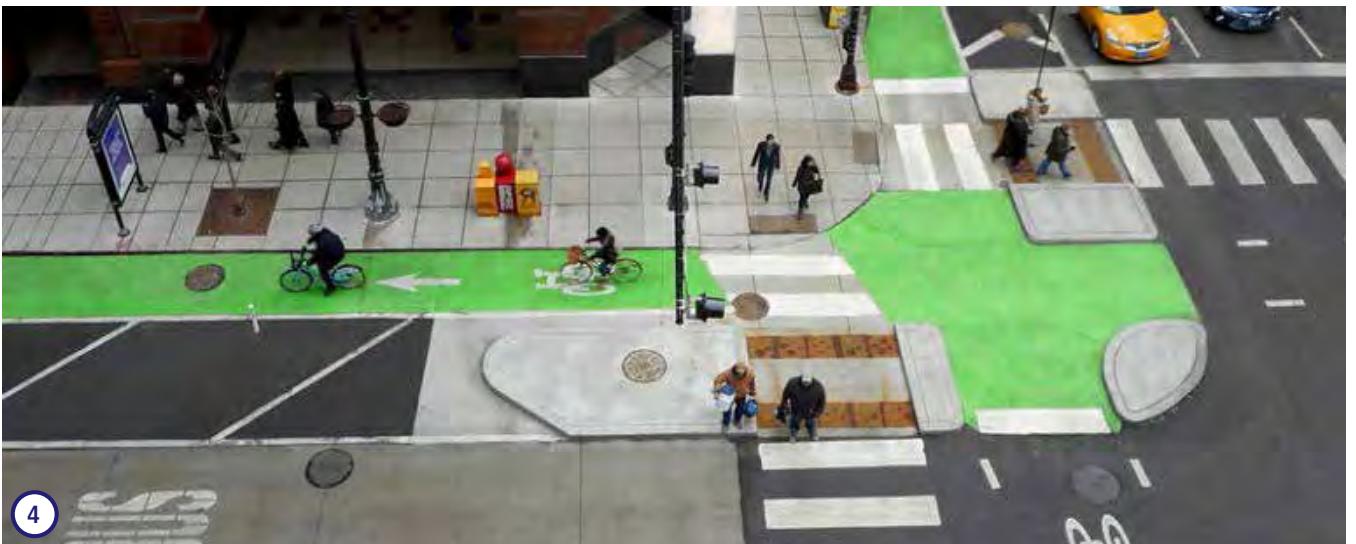
In general, DEC receives IPIC EN funds on a formulaic basis based on 6.5% on EN impact fees paid by residential projects, and 2% paid by non-residential projects.

Approximately \$4,100,000 has been appropriated through FY 23 (Includes amount in Eastern Neighborhoods and SoMa Expenditure Plans).



Eastern Neighborhoods

- | | | | |
|-----|--|-----|--|
| 9. | 16th Street Streetscape Improvements | 42. | Garfield Square Aquatic Center |
| 10. | 2nd Street Improvements | 43. | Juri Commons |
| 11. | Folsom Street / Howard Street Improvements | 44. | Jose Coronado Playground |
| 12. | 22nd Street Green Connections Improvements | 45. | 11th Street Park (New Soma Park) |
| 13. | Potrero Avenue Improvements | 46. | Central Waterfront Recreation and Open Space |
| 16. | Ringold Alley Improvements | 47. | Esprit Park Rehabilitation |
| 25. | Bartlett Street / Mission Mercado Improvements | 49. | Community Challenge Grant |
| 26. | Central Waterfront Short Term Improvements (Bridge Lighting) | a. | Tunnel Top Park |
| 28. | The Loop Street and Open Space | b. | Angel Alley |
| 29. | Central Waterfront/Dogpatch and Showplace Potrero Streetscapes | c. | Connecticut Friendship Garden |
| 34. | Chan Kaajal Park (17th and Folsom) | d. | Fallen Bridge Park |
| 35. | South Park Rehabilitation | e. | Potrero and Dogpatch Greening |
| 36. | Franklin Square Par-Course | | |
| 38. | Potrero Recreation Center Improvements | 51. | Daggett Park |
| 39. | Gene Friend Park Rehabilitation | 52. | Dogpatch Part Plaza |
| 40. | Mission Rec Center Rehabilitation | 53. | Eagle Plaza |
| 41. | Jackson Playground Rehabilitation | 59. | Potrero Kids Child Care Center |



EASTERN NEIGHBORHOODS

1. Jackson Park Renovation
2. Juri Commons
3. Potrero Gateway: Vermont Street View
4. Folsom Street/Howard Street Streetscape

Photo credits: 1, RPD; 2, RPD; 3, Public Works; 4, SFMTA

Eastern Neighborhoods
Transferred

Category	IPIC NO.	Project	Agency	Amount Transferred
Transit / Transportation	3	Mission NCD 75% to Housing	MOHCD	\$ 1,589,000
Transit / Transportation	9	16th Street / 22-Fillmore Improvements	MTA	\$ 20,930,237
Transit / Transportation	12	22nd Street Green Connections	DPW	\$ 150,000
Transit / Transportation	13	Potrero Avenue Streetscape	DPW	\$ 1,418,000
Complete Streets	14	Pedestrian, Bicycle, and Streetscape Enhancement Fund	DPW	\$ 290,000
Complete Streets	22	22nd Street Green Connections	DPW	\$ 3,000,000
Complete Streets	26	Central Waterfront Short Term Pedestrian Improvements	DPW	\$ 183,000
Complete Streets	27	Pedestrian, Bicycle, and Streetscape Enhancement Fund *	DPW	\$ 2,939,000
Complete Streets	28	Potrero Gateway (previously "The Loop")	DPW	\$ 200,000
Complete Streets	29	Central Waterfront/Dogpatch , Showplace/Potrero Streetscape Project	DPW	\$ 2,978,964
Complete Streets	29.1	Treat Plaza	DPW	\$ 1,011,000
Recreation and Open Space	34	17th and Folsom Park	RPD	\$ 3,160,000
Recreation and Open Space	36	Franklin Square Par-Course	RPD	\$ 210,000
Recreation and Open Space	38	Potrero Recreation Center	RPD	\$ 1,080,000
Recreation and Open Space	40	Mission Recreation Center	RPD	\$ 1,000,000
Recreation and Open Space	41	Jackson Playground	RPD	\$ 1,040,000
Recreation and Open Space	42	Garfield Square Aquatic Center	RPD	\$ 8,738,000
Recreation and Open Space	43	Juri Commons	RPD	\$ 1,000,000
Recreation and Open Space	47	Esprit Park	RPD	\$ 3,511,000
Recreation and Open Space	48	Potrero Gateway (previously "The Loop")	DPW	\$ 1,250,000
Recreation and Open Space	49	Community Challenge Grant	ADMIN	\$ 825,000

Ongoing Commitments		Line Item No.	Project Title	Agency	Previously Appropriated - Funds not yet Transferred	Programmed FY25 through FY29	THROUGH FY29
Housing			Mission NCD Projects 75% to Housing		\$	2,906,000	\$ 2,906,000
Transit		9	16th Street / 22-Fillmore Improvements	MTA	\$ 473,763	\$ -	\$ 473,763
Transit		15	Transit Enhancement Fund - Non-Soma	MTA	\$ 170,000	\$ -	\$ 170,000
Complete Streets		29	Central Waterfront/Dogpatch , Showplace/Potrero Streetscape Project	DPW	\$ 3,154,036	\$ 3,315,000	\$ 6,469,036
Complete Streets		29.2	EN Complete Streets Unprogrammed	DPW	\$ -	\$ 9,468,040	\$ 9,468,040
Complete Streets		29.3	Mission Street Trees	DPW	\$	\$ 60,000	\$ 60,000
Recreation and Open Space		40	Mission Recreation Center	RPD	\$ 940,000	\$ -	\$ 940,000
Recreation and Open Space		41	Jackson Playground	RPD	\$ 600,000	\$ 6,360,000	\$ 6,960,000
Recreation and Open Space		46	Central Waterfront Recreation and Open Space	RPD	\$ 1,956,000	\$ -	\$ 1,956,000
Recreation and Open Space		49	Community Challenge Grant	ADMIN	\$ 600,000	\$ 200,000	\$ 800,000
Recreation and Open Space		50	Bond Planning and Implementation	RPD	\$ -	\$ 1,597,000	\$ 1,597,000
Child Care			Child Care	DEC	\$ 236,600	\$ 76,177	\$ 312,777
Admin			Admin	DCP	\$ -	\$ 636,874	\$ 636,874
Total					\$ 8,130,399	\$ 24,619,091	\$ 32,749,490
			Revenue FY24 through FY29			\$	\$ 20,095,000
			Deficit			\$	\$ (12,654,490)

MARKET AND OCTAVIA

Background and Highlights

The Market and Octavia Area Plan has been in effect since May 2007. The Plan envisions a neighborhood that functions holistically as a truly urban place by providing mixed-use infill development and affordable housing, buildings and open spaces that foster a unique sense of place, and a street and public realm experience that is inviting to pedestrians and cyclists and provides balanced transportation options.

The Plan included zoning actions to encourage the development of mixed-use infill projects. From 2015 through the end of 2023, about 2,658 net new units have been added in the Plan Area; of these, about 501 units are affordable Below Market Rate (BMR) rental or ownership units, representing roughly 18 percent of new units delivered in the last five years. In addition, approximately 3,365 units, were in the Planning Department's development pipeline as of the end of 2023, including those currently under construction.

In support of this growth and the Plan Area vision, the Plan also included a list of programmatic and discrete community improvements (Market and Octavia Plan, Appendix C), many of which are underway or have been completed, and some have not commenced or are ongoing in nature. These improvements and others that support the goals and objectives of the Plan draw on several funding sources. More information, visit the Plan Area website: <http://sf-planning.org/market-octavia-area-plan>

In the next five years (FY25 through FY29), the City expects to collect about \$32,500,000 in impact fees, with the combination of actuals and projections through FY29 projected to be \$86,195,000 which is significantly less than last year's due to the recent adoption of fee reduction and deferral legislation.

COMMUNITY BENEFITS FUNDING

Projects in the Plan Area are subject to the Market and Octavia Community Infrastructure Fee. The revenue from this fee must be allocated to projects within the Plan Area for transportation, complete streets, recreation and open space, childcare, and program administration in the proportion set out in the Planning Code.

Projects in the Van Ness and Market Special Use District (SUD) may be subject to two additional impact fees, one for housing and one for infrastructure projects. Funds collected under infrastructure fee are required to be allocated to the same funding categories as the area plan fees, but revenue must be prioritized for community improvement projects located within and adjacent to the SUD. Revenue from this

fee is projected at a total of \$17,165,000 over the next five years.

A new community facilities fee was established in 2020 to fund community facilities in and adjacent to the plan area.

In addition to impact fee revenue, other funding sources have been identified for Plan Area improvements, including revenues from the sale of the Central Freeway parcels. Parcel sales to date have yielded a total of \$56,000,000. Most of these revenues have been spent on a series of community amenities adjacent to the Central Freeway, including the West SoMa skate park and dog run, and the McCoppin Hub Plaza. An additional \$12,700,000 has been dedicated to maintaining a state of good repair for Van Ness Avenue. In addition, proceeds from the sale of remaining parcels are projected to yield a total of between \$2,000,000 and \$5,000,000; these sales may take place in 2024 or at another point in the future. The funds from these sales have not yet been programmed but must be dedicated to transportation and streetscape improvements in the Market and Octavia area.

Ongoing Planning

THE MARKET AND OCTAVIA COMMUNITY ADVISORY COMMITTEE

The Market and Octavia Community Advisory Committee (MO CAC) is a representative body that provides advice to the City regarding implementation of the Market and Octavia Area Plan and the Plan's community improvements. The Market Octavia CAC aims to have a varied composition of renters, owners, small business advocates, and members of other neighborhood groups. The Market and Octavia CAC is composed of nine members of the public, appointed by the Board of Supervisors or the Mayor. The CAC currently has seven seated members, and is engaged in ongoing recruitment to fill the other two seats. The Market Octavia IPIC Expenditure Plan was presented to the CAC at their June, September, and December meetings as the expenditure plan changed in response to the fee legislation discussed above. While members were generally supportive of the expenditure plan, they did not take an official vote due to lack of quorum at their December meeting.

Project Descriptions

LIGHT RAIL SERVICE ENHANCEMENT (MAP / EXPENDITURE PLAN LINE ITEM NO. 4)

The Light Rail Vehicle enhancement will allow MTA to run two-car trains on lines currently running only one-car trains; vehicle availability is one of the major reasons MTA must run one-car trains on some lines.

Additional vehicles will also allow MTA to provide more targeted demand-based service deployments, such as like the Cole Valley and Castro shuttles. As the max load point in the city’s rail system, the Muni stations and stops in the Market and Octavia Area benefit greatly from additional capacity due to these shuttles. These additional vehicles may eventually allow the SFMTA to run up to four car trains from the Embarcadero to West Portal and three car trains on the N Judah line.

Project Origin:

SFMTA

Project Status and Delivery:

Underway

Total Costs:

\$5,250,000 (transferred)

VAN NESS BUS RAPID TRANSIT (BRT) – VAN NESS AND MISSION PEDESTRIAN IMPROVEMENTS (MAP / EXPENDITURE PLAN LINE ITEM NO. 6 AND 36)

The Van Ness Bus Rapid Transit (BRT) project will provide rapid bus service along the Van Ness corridor. Impact fee revenues will be used to support related pedestrian improvements including station and platform work in the portion of the corridor contained in the Plan Area.

Project Origin:

SFMTA

Project Status and Delivery:

Complete

Total Costs:

approx. \$309,300,000

IIPIC Funds:

\$1,500,000

WESTERN ADDITION CBTP IMPLEMENTATION (MAP / EXPENDITURE LINE ITEM NO. 9)

Implement medium-term project efforts identified in the Western Addition Community Based Transportation Plan. This includes traffic-calming, pedestrian safety corridor

treatments, pedestrian countdown signals, and accessible pedestrian signals on Golden Gate Avenue, Fulton Street, Turk Street and Laguna Street and pedestrian rapid flashing beacons at mid-block crossings on the former Octavia Street ROW corridor.

For more see the Western Addition CBTP recommendations at Western Addition Community Based Transportation Plan Implementation | SFMTA

Project Origin:

Western Addition Community Based Transportation Plan (SFMTA CIP)

Project Status and Delivery:

The Western Addition Traffic Signal Upgrades Phase 1 project is under construction and expected to be completed in early 2025.

The Western Addition Traffic Signal Upgrades Phase 2 project is under design and expected to start construction in early 2026.

Speed reduction, quick builds, and safety community outreach campaign as part of the Western Addition Community Safe Streets Project is expected to start in summer 2024.

Total Costs:

\$23,805,050 (includes \$17,613,284 in federal grant funding from Safe Streets and Roads for All Grant Program)

IIPIC Funds:

\$725,000 total (transferred)

HUB TRANSPORTATION IMPROVEMENTS FUND (MAP / EXPENDITURE PLAN LINE ITEM NO. 10)

To fund projects consistent with the Hub Public Realm Plan and SFMTA Capital Improvements Plan to ensure that transit and transportation services are enhanced to support significant growth in the Hub area over the next several years, including Local Muni Bus Transit Signal Priority devices that will improve transit reliability.

Projects will be scoped by SFMTA on a rolling basis, with input from the MO CAC, and are anticipated to include substantial enhancements to the Van Ness Muni Station

and circulation improvements in the Hub area to reduce traffic, bicycle, and pedestrian conflicts in the area. Some of this fund will be used to purchase and deploy Transit Signal Priority (TSP) devices and communications equipment in the Hub area in FY20.

Project Origin:

Hub Public Realm Plan

Project Status and Delivery:

Ongoing

Total Costs:

TBD

IPIC Funds:

- \$13,500,000 total
- \$304,000 transferred
- \$5,515,860 appropriated not transferred
- \$7,754,000 programmed FY26 through FY29

LOCAL MUNI BUS TRANSIT SIGNAL PRIORITY (MAP / EXPENDITURE PLAN LINE ITEM NO. 10.1)

To purchase and deploy Transit Signal Priority (TSP) devices and communications equipment for intersections on the Local Muni Bus TSP network and to replace aging traffic signal controllers and cabinets within and servicing the plan area. This project will improve travel time and service reliability for Muni riders.

Project Origin:

SFMTA

Project Status and Delivery:

Project is on-going with intersections in the Market-Octavia area scheduled for TSP implementation. Project is continuing implementation along the 14 Mission and 22 Fillmore lines serving the plan area.

Total Costs:

\$38,700,000

IPIC Funds:

\$196,000

PAGE STREET NEIGHBORWAY PROJECT (MAP / EXPENDITURE PLAN LINE ITEM NO. 26)

The Page Street Neighborway (formerly the Page Street Green Connection project) is a series of efforts to transform Page Street into a safer and more pleasant place to walk and bike to neighborhood destinations and nearby parks and provide landscaping and greening opportunities as appropriate.

'Phase One' of the project comprises capital improvements for the segment of the corridor within the Market & Octavia Plan Area (from Market Street to Webster Street), including multiple corner bulbouts, a raised intersection at Buchanan, and sidewalk landscaping.

Related pilot circulation and bikeway changes include: traffic diversion at Webster and Octavia streets; one-way conversion from Octavia to Laguna; Class II, III and IV bikeway facilities on Page Street; parking/turn restrictions on Haight Street; and the implementation of the Page Slow Street Project from Gough to Stanyan Streets.

Project Origin:

Market and Octavia Plan

Project Status and Delivery:

Contract was awarded in August 2021. Completion expected by Summer 2024.

Total Costs:

\$2,700,000 (Phase One)

IPIC Funds:

\$1,250,000 total (transferred)

UPPER MARKET PEDESTRIAN IMPROVEMENTS (MAP / EXPENDITURE PLAN LINE ITEM NOS.30 AND 30.1)

SFMTA's Upper Market Street Safety Project is substantially funded by impact fee revenue for work along Market Street extending from Octavia Boulevard to Castro Street. Improvements include sidewalk bulbouts and ADA accessibility upgrades (most locations are implemented currently with painted pedestrian safety zones), signal

timing and hardware improvements, landscaping and public realm enhancements, enhanced transit access, and bicycle improvements including enhanced bike lanes west of Buchanan and a physically protected bikeway from Buchanan/Duboce to Octavia Boulevard.

Additional related project elements that have yet to receive approval include potential circulation changes (turn restrictions, new protected turn phases) and implementation of a comprehensive curbspace management plan.

Project Origin:

Market and Octavia Plan

Project Status and Delivery:

Substantially complete

Total Costs:

\$10,000,000

IPIC Funds:

\$4,305,257

13TH STREET BIKE IMPROVEMENTS (MAP / EXPENDITURE PLAN LINE ITEM NO. 39.2)

This project will create protected bikeways on 13th Street from Folsom Street to Valencia Street, following the recommendations of the Hub Public Realm Plan. The project will provide an important bike connection from Valencia Street to the existing protected bike lanes on 13th St, substantial signal modifications, and key pedestrian safety elements. This project does not include long-term elements of the Hub Public Realm Plan design, including sidewalk widening, re-paving, lighting, and green infrastructure.

Project Origin:

Hub Public Realm Plan

Project Status and Delivery:

Design in 2020; Construction is planned to commence in 2023; Completion by 2024

Total Costs:

\$9,388,000

IPIC Funds:

\$175,000

LIVING ALLEYS (MAP / EXPENDITURE PLAN LINE ITEM NO. 24)

The Living Alleys is an ongoing effort led by Public Works to engage residents in re-imagining the area’s extensive network of alleyways as an alternative transportation network and opportunity for community-scale places for public life. This program may utilize impact fee revenue through Public Works to design, build, and maintain living alleyway projects in their neighborhoods.

Project Status and Delivery:

Design underway. Project anticipated to be advertised Winter 2024.

Total Costs:

\$4,500,000 over 10 years

IPIC Funds:

- \$4,500,000 total
- \$3,500,000 transferred
- \$500,000 appropriated not transferred
- \$500,000 programmed in FY 27

SIDEWALK GREENING PROGRAM (MAP / EXPENDITURE PLAN LINE ITEM NO. 33)

The Sidewalk Greening Program (formerly the Street Tree Planting Program) is an initiative to facilitate new community-maintained street trees and sidewalk gardens throughout the Plan Area.

Utilizing a portion of these funds, Public Works will partner with non-profit organizations and interested community members to implement tree planting and sidewalk landscaping installation. Additional tree planting and establishment activities will be performed by Public Works Urban Forestry (BUF) staff or through a City-managed contractor.

Project Origin:

Market and Octavia Area Plan

Project Status and Delivery:

Ongoing

Total Costs:

\$1,300,000 through FY28

IPIC Funds:

- \$1,300,000 total
- \$ 600,000 transferred
- \$100,000 appropriated not transferred
- \$600,000 programmed FY26 through FY29

**STREETSCAPE ENHANCEMENTO FUND
(EXPENDITURE PLAN LINE ITEM NO. 34)**

The Streetscape Enhancement Fund sets aside impact fee revenue for a series of capital projects to make Octavia Boulevard and surrounding streets safer, more pedestrian-friendly, and better at balancing competing demands.

After years of community engagement to update and confirm priorities, the scopes of work covered by this fund will include the Hayes Street "Follow the Paving" project (sidewalk bulbouts on Hayes at Laguna and Buchanan intersections); Oak/Octavia Safety Improvements project (sidewalk bulbouts, extended center medians and landscaping); Market Street/Octavia Boulevard project (intersection improvements and potential circulation changes); Octavia Boulevard Enhancement Project (sustainable streetscape upgrades on northbound lane of Octavia from Page to Patricia’s Green); and area-wide crosswalk upgrades and spot improvements that were completed in 2016.

Project Origin:

Market and Octavia Plan; Vision Zero

Project Status and Delivery:

Projects Completed

Total Costs:

\$6,700,000

IPIC Funds:

- \$6,700,000 total
- \$6,200,000 transferred
- \$500,000 appropriated not transferred

**OCTAVIA BOULEVARD IRRIGATION SYSTEM
(MAP / EXPENDITURE PLAN LINE ITEM NO. 38)**

Project Description:

Install a new sub-surface drip irrigation system, building off of existing water pipes and backflow preventers, to replace the existing deficient pop-up overspray system in the side medians of Octavia Boulevard. The new irrigation system will service the street trees and landscaping in the side medians of Octavia Boulevard, which was the central infrastructure enhancement of the Market and Octavia Plan, while reducing water loss and maintenance obligation for the system.

Project Origin:

Market and Octavia CAC

Project Status and Delivery:

Ongoing

Total Costs:

\$100,000

IPIC Funds:

\$100,000 (transferred)

**KOSHLAND PARK ACCESS IMPROVEMENTS
(MAP / EXPENDITURE PLAN LINE ITEM NO. 35)**

Project Description:

Project proposed to enhance safe access to Koshland Park at Rose and Buchanan Streets. The park is heavily used by neighborhood teenagers and children as it includes playground space and a basketball court. There is currently no marked crossing at this location, though it is frequently used by children and others to access the park. Access improvements at this location would improve pedestrian safety and access to open space, and will be delivered in combination with the Page Street Neighborhood project (see No. 24 above) .

Project Origin:

Market and Octavia CAC.

Project Status and Delivery:

Planning phase.

Total Costs:

\$450,000

IPIC Funds:

\$450,000.

**MARGARET HAYWARD PARK RENOVATION
(MAP / EXPENDITURE PLAN LINE ITEM NO. 44)**

This project included park improvements such as a new playground, removal of certain existing structures and replacement with a new community building, an operations facility, new lighting, new plumbing and drainage systems, new power, new public restrooms, a large central plaza for events, and the replacement of existing fields with synthetic fields supplemented by organic infill turf.

Project Origin:

Market and Octavia Area Plan

Project Status and Delivery:

Project completed, open to the public in Fall 2020.

Total Costs:

\$27,700,000

IPIC Funds:

\$7,900,000

**BUCHANAN STREET MALL – FULTON TO GROVE
(MAP / EXPENDITURE PLAN LINE ITEM NO. 47)**

Buchanan Street Mall is comprised of five consecutive blocks of green space, asphalt paths, and underperforming playgrounds from Eddy Street to Grove Street. Developed through a robust community process, the renovation project is intended to reinvigorate a long-underfunded community by creating a place that serves as a primary gathering place for the neighborhood. Core design elements on all five blocks will include new pedestrian lighting, new planting areas, pathways and seating areas, the memory walk, and stormwater retention features. New children’s play areas (CPAs) will be constructed on the two northernmost blocks; communal gardens on the two southernmost blocks and Turk-Golden Gate; and microenterprise kiosks that support park activation and local entrepreneurship will be installed on the three central blocks. Other program highlights include a new lawn, stage, picnic and BBQ areas, a multiuse sports court, and full basketball court.

Project Origin:

Market and Octavia CAC

Project Status and Delivery:

The Buchanan Vision Plan was completed early 2017 and the conceptual design for all five blocks was approved by the Recreation and Park Commission in April 2020. Adequate funding has now been secured to renovate all 5 blocks under one singular construction project. Funding has been secured from Let’sPlaySF!, 2020 Health & Recovery Bond, SFPUC Joint Capital Infrastructure Project, IPIC funds, General Funds, CA State budget allocation and State grants (Prop 68 and ORLP).

The project is currently in the design phase, Bid/Award is expected in spring 2024, and construction is expected to begin in spring 2024.

IPIC Funds:

- \$4,120,000 total
- \$515,000 transferred
- \$3,605,000 appropriated but not yet transferred

**CIVIC CENTER / IMPROVED CIVIC CENTER
PUBLIC SPACES (MAP/EXPENDITURE PLAN LINE
ITEM NO. 48.5)**

The Civic Center Public Realm Plan provides a comprehensive vision for Civic Center’s public spaces, including improvements to Civic Center Plaza, Fulton Street Mall, United Nations Plaza, and War Memorial Gateway. Improvements could include space-enhancing improvements to Civic Center Plaza to increase neighborhood and civic use, including the potential for a complete reconstruction of the Plaza; improvements at Fulton Mall to convert the existing right-of-way into a plaza; War Memorial Gateway improvements to better define the western gateway; and improvements at UN Plaza to provide greater flexibility of programming, improvements to BART entry and strengthening of the Leavenworth Gateway. The UN Plaza Activation Project will install a smooth surface with skateable elements and additional activation elements such as chess tables, Teqball tables, ping pong tables, and exercise equipment.

Project Origin:

Civic Center Public Realm Plan

IPIC Funds:

\$2,524,000 through FY29

11TH STREET PARK (MAP / EXPENDITURE PLAN LINE ITEM NO. 48.25)

See 11TH STREET PARK in the Eastern Neighborhoods Project Descriptions section.

Total Costs:

\$25,575,000 for acquisition and park development

IPIC Funds:

- \$8,810,000 from SoMa portion of the Eastern Neighborhoods Impact fees, of which \$800,000 is on hand
- \$3,100,000 appropriated from MO but not yet transferred
- \$505,250 from MO programmed FY27 and FY28

KOSHLAND PARK (MAP / EXPENDITURE PLAN LINE ITEM NO. 48.75)

This line item was created to set aside funds for open space improvements at Koshland Park

Project Origin:

Market and Octavia Area Plan

Project Status and Delivery:

TBD

Total Costs:

TBD

IPIC Funds:

\$2,000,000 in FY28

OTHER OPEN SPACE (MAP / EXPENDITURE PLAN LINE ITEM NO. 48.9)

This line item was created to set aside sufficient funds for Market Octavia open space rehabilitation projects or new projects. Projects for which these funds could be used include, but are not limited to Hayes Valley Playground, Patricia’s Green, Duboce Park, Civic Center, Margaret Hayward Playground and Koshland Park and additional under freeway activation.

Project Origin: HUB Public Realm Plan

Total Costs:

TBD

IPIC Funds:

\$3,500,000 through FY29

CHILD CARE (EXPENDITURE PLAN LINE ITEM NO. 59)

A portion of Market and Octavia impact fee funds are dedicated to supporting the provision of new or expanded licensed child care facilities within the plan area. These funds are administered by the Department of Early Childhood (DEC), which was previously appropriated \$1,273,000 in FY16 to solicited applications for new or expanded facilities. These funds supported the construction of a new child care center at 49 South Van Ness, due to open in January 2024.

Project Status and Delivery:

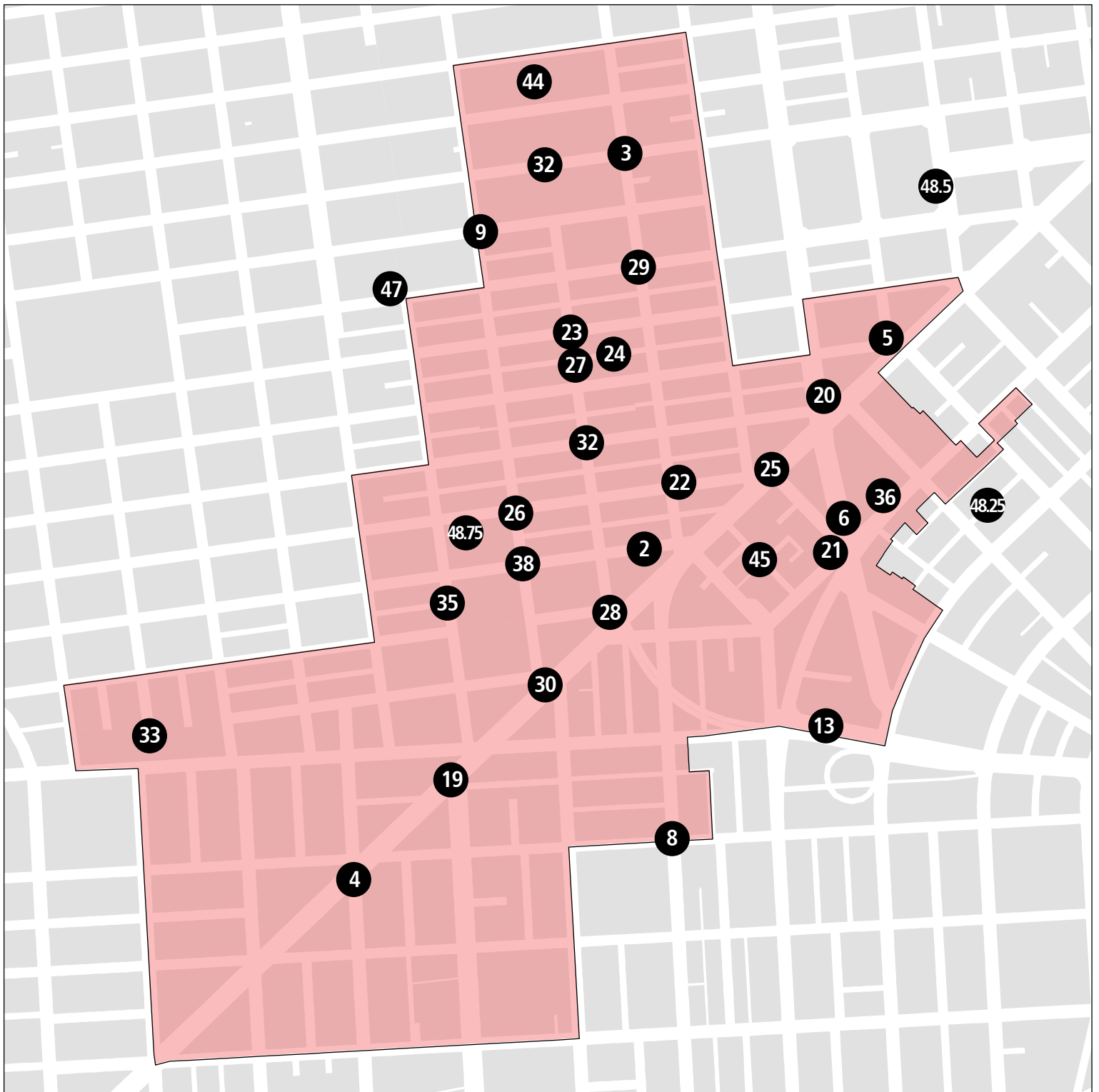
This line item was kept flexible to enable further scoping and prioritization with the community.

Total Costs:

\$3.2M

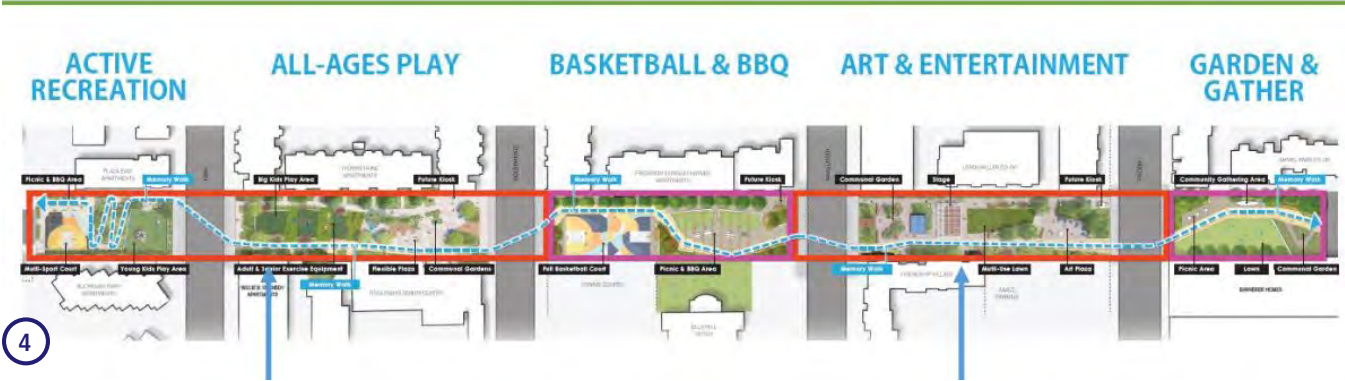
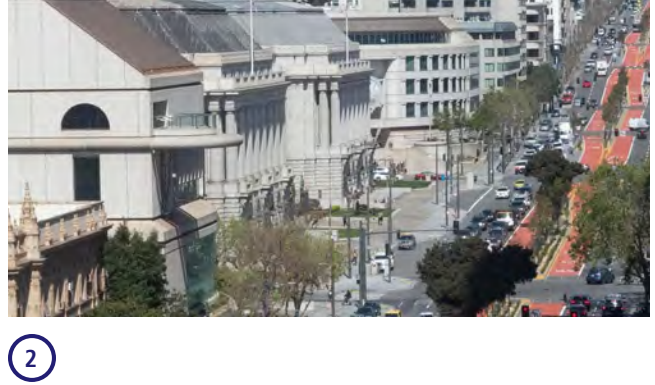
IPIC Funds:

\$1.5M



Market-Octavia Projects

- | | | |
|--|--|---|
| 2. Haight Two-way Transportation and Streetscape | 23. Hayes Two-Way | 36. Van Ness BRT - Van Ness and Mission Ped. Improvements |
| 3. Muni Forward | 24. Living Alleys Community Challenge Grants | 37. Neighborhood Heritage Program |
| 4. Light Rail Service Enhancements | 25. Better Market Street - Market from 10th to Octavia | 38. Octavia Boulevard Irrigation System |
| 5. Polk Street Northbound Bicycle Improvements | 26. Page Street Neighborway | 39. HUB Public Realm Improvements |
| 6. Van Ness BRT - Van Ness and Mission Ped. Improvements | 27. Patricia's Green Rotating Art Project | 39.2 13th Street Bike Improvements |
| 8. Valencia Bikeway | 28. Market / Octavia Plazas Rotating Art Project | 44. Hayward Park Rehabilitation |
| 9. Western Addition CBTP Improvements | 29. Pedestrian Improvements Franklin and Gough Intersections | 45. Brady Block Park - design |
| 10. Hub Transportation Improvements | 30. Upper Market Pedestrian Improvements | 47. Re-Connect Buchanan Street Mall ROW Study |
| 19. Dolores and Market Intersection Improvements (In-Kind) | 31. Predevelopment - Upper Market Street Pedestrian Improvements | 48. HUB Open Space Improvement Fund |
| 20. Oak Plaza (In-Kind) | 32. Re-Establish Octavia Boulevard ROW with Hayward Park | 48.25 11th and Notama |
| 21. 12th / Otis Plaza (Potential In-Kind) | 33. Sidewalk Green Program | 48.5 Civic Center/Improved Civic Center Public Spaces |
| 22. Gough Plaza (Potential In-Kind) | 35. Koshland Park Access Improvements | |



MARKET AND OCTAVIA

- 1. Page Street Neighborway
- 2. Van Ness BRT
- 3. Turk Entry to Buchanan Mall
- 4. Buchanan Street Mall Concept Plan

Photo credits: (1-2) SFMTA, (3-4) SF Rec Park

Market Octavia

Transferred

Category	IPIC NO.	Project	Agency	Amount Transferred
Transit	2	Haight Two-way Transportation and Streetscape	MTA	\$ 330,000
Transit	3	Muni Forward	MTA	\$ 300,000
Transit	4	Light Rail Service Enhancement	MTA	\$ 5,250,000
Transit	5	Polk Street northbound bicycle improvements	MTA	\$ 50,000
Transit	6	Van Ness BRT - Van Ness and Mission Ped. improvements	MTA	\$ 1,500,000
Transit	7	Hub Transportation Improvements Study	DCP	\$ 250,000
Transit	8	Valencia Protected Bike Lanes*	MTA	\$ 2,604,231
Transit	9	Western Addition CBTP Improvements	MTA	\$ 725,000
Transit	10	HUB Transportation Improvements Fund	MTA	\$ 304,000
Transit	10.1	Local Bus TSP	MTA	\$ 196,000
Complete Streets	19	Dolores and Market Intersection Improvements (In-kind)	IN-KIND	\$ 513,000
Complete Streets	21	12th/Otis Plaza IKA	IN-KIND	\$ 3,000,000
Complete Streets	23	Hayes Two-way	MTA	\$ 49,000
Complete Streets	24	Living Alleys Community Challenge Grants	DPW	\$ 3,000,000
Complete Streets	24.1	Living Alleys Community Challenge Grants	ADM	\$ 500,000
Complete Streets	25	Better Market Street - Market from 10th to Octavia	DPW	\$ 1,500,000
Complete Streets	26.1	Page Street Neighborway	MTA	\$ 1,000,000
Complete Streets	26.2	Page Street Neighborway	DCP	\$ 250,000
Complete Streets	27	Patricia's Green Rotating Art Project	ARTS	\$ 360,000
Complete Streets	28	Market/Octavia Plazas Rotating Art Project	ARTS	\$ 50,000
Complete Streets	29	Pedestrian Improvements Franklin and Gough intersections	MTA	\$ 250,000
Complete Streets	30	Upper Market Pedestrian Improvements	DPW	\$ 2,088,157
Complete Streets	30.1	Upper Market Pedestrian Improvements	MTA	\$ 2,217,100
Complete Streets	31	Predevelopment - Upper Market Pedestrian Improvements	MTA	\$ 50,000
Complete Streets	32	Re-establish Octavia Boulevard ROW with Hayward Park	DCP	\$ 150,000
Complete Streets	33	Sidewalk Greening Program	DPW	\$ 700,000
Complete Streets	34	Streetscape Enhancement Fund	DPW	\$ 2,350,000
Complete Streets	34.1	Streetscape Enhancement Fund	MTA	\$ 2,350,000
Complete Streets	35	Koshland Park Access Improvements	MTA	\$ 450,000
Complete Streets	36	Van Ness BRT - Van Ness and Mission ped.	MTA	\$ 500,000
Complete Streets	37	Neighborhood Heritage Program	DCP	\$ 50,000
Complete Streets	38	Octavia Boulevard Irrigation System	DPW	\$ 100,000
Complete Streets		HUB Public Realm Improvements Plan	DPW	\$ 6,000,000
Complete Streets	39.2	13th Street	MTA	\$ 175,000
Rec and Open Space	44	Hayward Park	RPD	\$ 7,984,000
Rec and Open Space	45	Brady Block Park - design	DCP	\$ 200,000
Rec and Open Space	46	Community Challenge Grant	ADM	\$ 100,000
Rec and Open Space	47	Buchanan Street Mall	RPD	\$ 3,615,000
Rec and Open Space	48.25	11th and Notama	RPD	\$ 1,000,000
Child Care	53	OECE Child Care NOFA Program	OECE	\$ 1,273,000
Total				\$ 53,333,488

Ongoing Commitments

Category	Line Item No.	Project Title	Agency	Previously Appropriated - Funds not yet Transferred	Programmed FY25 through FY29	THROUGH FY29
MO						
Transit	8	Valencia Protected Bike Lanes*	MTA	\$ 2,045,769	\$ -	\$ 2,045,769
Transit	10	HUB Transportation Improvements Fund	MTA	\$ 5,515,860	\$ 7,754,140	\$ 13,270,000
Complete Streets	20	Oak Plaza In-Kind	In-Kind	\$ -	\$ 2,180,893	\$ -
Complete Streets	24	Living Alleys Community Challenge Grants	DPW	\$ 500,000	\$ 500,000	\$ 1,000,000
Complete Streets	25	Better Market Street - Market from 10th to Octavia	DPW	\$ 500,000	\$ -	\$ 500,000
Complete Streets	27	Patricia's Green Rotating Art Project	ARTS	\$ -	\$ 300,000	\$ 300,000
Complete Streets	32	Re-establish Octavia Boulevard ROW with Hayward Park	DCP	\$ 150,000	\$ -	\$ 150,000
Complete Streets	33	Sidewalk Greening Program	DPW	\$ -	\$ 600,000	\$ -
Complete Streets	34	Streetscape Enhancement Fund	DPW	\$ 2,000,000	\$ -	\$ 2,000,000
Complete Streets	39	HUB Public Realm Improvements Plan	DPW	\$ 5,468,372	\$ 11,355,628	\$ 16,824,000
Recreation and Open Space	47	Buchanan Street Mall	RPD	\$ -	\$ 505,250	\$ 505,250
Recreation and Open Space	48.25	11th and Notama	RPD	\$ 2,100,000	\$ 505,250	\$ 2,605,250
Recreation and Open Space	48.5	Civic Center	RPD	\$ -	\$ 2,524,345	\$ 2,524,345
Recreation and Open Space	48.75	Koshland Park	RPD	\$ -	\$ 2,000,000	\$ 2,000,000
Recreation and Open Space	48.9	Other Open Space	RPD	\$ -	\$ 3,563,590	\$ 3,563,590
Child Care	53	OECE Child Care NOFA Program	DEC	\$ 4,808,000	\$ 3,203,000	\$ 8,011,000
Admin	59	Program Admin	DCP	\$ 3,106,150	\$ 132,150	\$ 3,238,300
Total				\$ 26,194,151	\$ 35,124,246	\$ 61,318,397

Revenue FY24 through FY29

Deficit

\$ - \$ 32,845,000
 \$ - \$ (28,473,397)

RINCON HILL

Background and Highlights

The Rincon Hill Plan, adopted in 2005, enabled over 2,500 additional residential units in the Rincon Hill neighborhood, situated between Downtown and the Bay Bridge. Since plan adoption over 1,900 units have been built. Most fee revenue expected to be generated from the Rincon Hill Area Plan has been received totaling roughly \$36,000,000 including in-kind improvements.

The Planning Department projects about \$1,148,000 in impact fee revenue available for infrastructure impact fees between FY24 and FY29. There is an identified need of \$46,600,000 million for Rincon Hill infrastructure based on the original Rincon Hill Area Plan and Streetscape Master Plan of which approximately \$35,000,000 can be funded through impact fees leaving an unmet funding need of \$11,000,000.

INFRASTRUCTURE PROJECTS

After adoption of the Rincon Hill Plan, the Planning Department drafted the Rincon Hill Streetscape Plan to guide design and implementation of the streetscape improvements in the neighborhood. The Streetscape Plan includes detailed designs for all streets segments within the Rincon Hill Plan Area. The Streetscape Plan was adopted in 2015.

Because the City has known that impact fees will not pay for the entire costs of proposed streetscape improvements, the Planning Department and San Francisco Public Works, along with the local community has prioritized the streetscape projects as either "Priority 1" or "Priority 2". Priority 1 projects, which include completing Harrison Street and Fremont Street, are fully funded and are expected to soon complete design. Priority 2 project are not fully funded. Priority 2 projects are identified in the following Expenditure Plan, Map, and Project Descriptions, as potentially using the additional impact fee revenue.

Project Descriptions

HARRISON STREET – STREETSCAPE PRIORITY 1 (MAP NO. 6A / EXPENDITURE PLAN LINE ITEM NO. 6)

Streetscape improvements for Harrison Street would run along both side of Harrison Street from Essex Street to Embarcadero Street. Improvements include lane reduction and narrowing, sidewalk widening, corner bulb-outs, pedestrian lighting and new trees.

Project Status and Delivery:

Construction Complete.

Total Costs:

\$12,565,000

IPIC Funds:

Priority 1 Projects have been fully funded.

FREMONT STREET – STREETSCAPE PRIORITY 1 (MAP NO. 6B / EXPENDITURE PLAN LINE ITEM NO. 6)

The improvements between Folsom and Harrison include widening sidewalks to 15', trees and understory planting and bulb-outs.

Project Status and Delivery: Much of Fremont Street improvements are anticipated to be completed as part of individual development projects' conditions of approval as required by the Planning Code. The remaining Fremont Street would be constructed by Public Works as a "Priority 1" project.

Total Costs:

These costs are included in the Harrison Street costs above.

IPIC Funds:

See Harrison Street above.

LIVING STREETS (SPEAR, MAIN, AND BEALE) – STREETSCAPE PRIORITY 2 (MAP 7A / EXPENDITURE PLAN LINE ITEM NO. 7)

The primary goal of Living Streets is to prioritize pedestrian activity and usable open space over traffic to calm traffic. The major design strategy to achieve this goal is to significantly widen pedestrian space on one side. Such space would accommodate amenities including pocket parks, seating areas, community gardens, dog runs, public art, and the like.

Project Status and Delivery:

Living Streets have been identified as a lower priority and therefore would not be implemented until after Harrison Street and Fremont Street are completed.

Total Costs:

\$18,228,000 (in FY16 dollars)

IPIC Funds:

\$ 8,998,000 have been programmed as "Priority 2" projects, which could be used for these projects.

MID-BLOCK CROSSINGS – STREETSCAPE PRIORITY 2 (MAP 7B / EXPENDITURE PLAN LINE ITEM NO. 7)

In working with the community, San Francisco Public Works has identified mid-block pedestrian crossings on Spear, Main, and Beale and Fremont as important projects.

Project Status and Delivery:

The Mid-Block Crossings have been identified by the community as a lower priority and therefore, given the shortage of impact fee funds, would not be implemented until after Harrison and Fremont Streets. Further prioritization with the community may occur before deciding which "Priority 2" project to move forward on after Harrison Street.

Total Costs:

\$3,695,000 (in FY16 dollars)

IPIC Funds:

\$8,998,000 has been programmed as "Priority 2" projects, which could be used for this project.

GUY PLACE STREETSCAPE IMPROVEMENTS – STREETSCAPE PRIORITY 2 (MAP 7C / EXPENDITURE PLAN LINE ITEM NO. 7)

Guy Place Streetscape project would complete the Lansing/ Guy streetscape improvements for the rest of the loop created by the two streets.

Project Status and Delivery:

Guy Place Streetscape improvements have been identified by the community as a lower priority and therefore, given the shortage of impact fee funds, would not be implemented until after Harrison and Fremont Streets. Further prioritization with the community may occur before deciding with "Priority 2" project to move forward on after Harrison Street.

Total Costs:

\$2,600,000 (in FY16 dollars)

IPIC Funds:

\$8,998,000 has been programmed as "Priority 2" projects, which could be used for this project.

FIRST STREET IMPROVEMENTS (MAP NO. 7D / EXPENDITURE PLAN LINE ITEM 7)

Streetscape improvements for First Street would run along both sides of First Street from Folsom Street to Harrison Street. Improvements include sidewalk widening, corner bulb-outs, a mid-block pedestrian crossing, pedestrian lighting and new trees and understory planting.

Project Status and Delivery:

First Street improvements have been identified by the community as a lower priority and therefore, given the shortage of impact fee funds, would not be implemented until after Harrison and Fremont Streets. Further prioritization with the community may occur before deciding with "Priority 2" project to move forward on after Harrison Street.

Total Costs:

\$4,500,000 (in FY16 dollars)

IPIC Funds:

\$8,998,000 has been programmed as "Priority 2" projects, and could be used for this project.

MID-BLOCK PEDESTRIAN PATH BETWEEN FREMONT AND BEALE (MAP / EXPENDITURE PLAN LINE ITEM NO. 13)

A mid-block pedestrian path was constructed between Fremont and Beale in conjunction with the construction of 333 Fremont Street.

Project Status and Delivery:

Complete

Total Costs:

\$573,000

IPIC Funds:

\$573,000 (In-Kind)

FIRST STREET AND HARRISON STREET - ONE RINCON IMPROVEMENTS (MAP / EXPENDITURE PLAN LINE ITEM NO. 14)

The southernmost block of First Street and the southern

side of Harrison Street between First Street and Fremont Street were improved in conjunction with the construction of One Rincon Hill. Improvements included new widened side-walks, street tree and understory plantings, and special paving within the roadway.

Project Status and Delivery:

Completed

Total Costs:

\$1,100,000

IPIC Funds:

\$1,100,000 (In-Kind)

GUY PLACE PARK (MAP / EXPENDITURE PLAN LINE ITEM NO. 8)

This small intimate pocket park will feature living green columns, water features, seating areas and other landscaping.

Project Origin:

Rincon Hill Area Plan

Project Status and Delivery:

Project completed and open to the public in July 2020.

Total Costs:

\$4,600,000

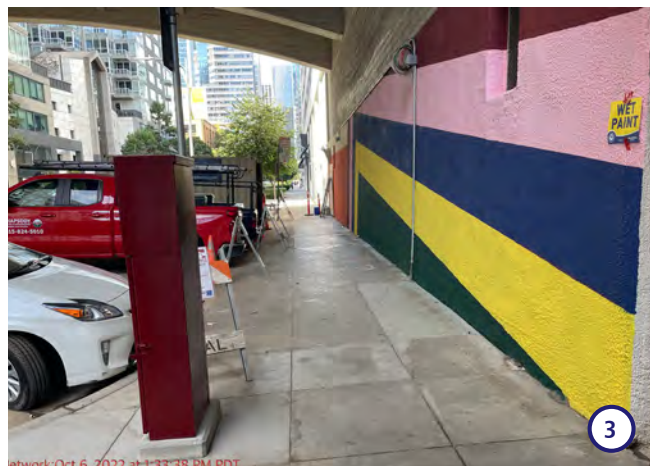
IPIC Funds:

- \$3,000,000
- \$1,500,000 from Transit Center
- \$1,800,000 million from ABAG (funding for acquisition and design)
- \$126, 000 General fund

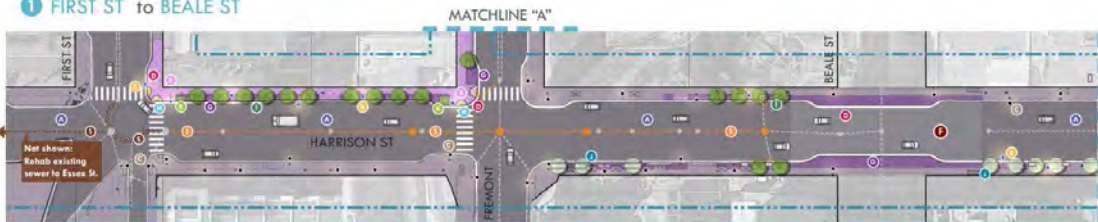


Rincon Hill Projects

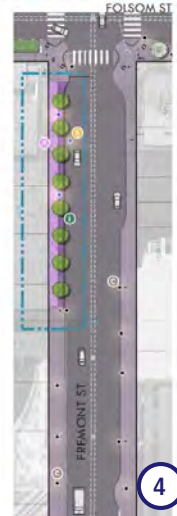
- 6. Streetscape Priority 1 - Harrison Street and Fremont Street
- 7a. Living Streets (Potential Priority 2 Project)
- 7b. Guy Place Streetscape (Potential Priority 2 Project)
- 7d. First Street (Potential Priority 2 Project)
- 8. Guy Place Park
- 12. Harrison Street (Between Essex and First - North Side) (In-Kind)
- 13. Ped Mid-block ped path between Folsom and Harrison near Fremont (In-Kind)
- 14. First Street and Harrison Street (In-Kind)
- 15. Rincon Hill Park



1 FIRST ST to BEALE ST



2 FREMONT STREET



3 MAIN ST to THE EMBARCADERO



4

RINCON HILL

1. Harrison streetscape improvements
2. Sidewalk extension on Harrison
3. New paint on Beal Street Bridge
4. Harrison Street Plans

Photo credits: (1 - 4) DPW

Revenue : Actuals FY18 and Prior -- Projected FY19 and Forward

	FY24 (CURRENT YEAR)	FY25 (BUDGET YEAR 1)	FY26 (BUDGET YEAR 2)	FY27	FY28	FY29	FY24-FY29	THROUGH FY 29	FY30-FY34	THROUGH FY34
1 GENERAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2 COMPLETE STREETS	\$ 2,897,000	\$ -	\$ -	\$ 133,560	\$ -	\$ 773,800	\$ 907,360	\$ 3,804,360	\$ 5,887,360	\$ 5,887,360
3 RECREATION AND OPEN SPACE	\$ 588,000	\$ -	\$ -	\$ 27,030	\$ -	\$ 156,680	\$ 183,910	\$ 771,910	\$ 1,197,910	\$ 1,197,910
4 ADMIN	\$ 117,000	\$ -	\$ -	\$ 8,460	\$ -	\$ 48,760	\$ 57,240	\$ 174,240	\$ 306,240	\$ 306,240
5 Total	\$ 3,602,000	\$ -	\$ -	\$ 169,070	\$ -	\$ 979,440	\$ 1,148,510	\$ 4,750,510	\$ 7,386,510	\$ 7,386,510
Cash Total	\$ 3,602,000	\$ -	\$ -	\$ 169,070	\$ -	\$ 979,440	\$ 1,148,510	\$ 4,750,510	\$ 7,386,510	\$ 7,386,510

Expenditures: Appropriations FY19 and Prior - Planned FY20 and Forward

	FY24 (CURRENT YEAR)	FY25 (BUDGET YEAR 1)	FY26 (BUDGET YEAR 2)	FY27	FY28	FY29	FY24-FY29	THROUGH FY 29	FY30-FY34	THROUGH FY34
6 Streetscape Priority 1 - Harrison Street and Fremont Street	\$ 12,565,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,565,000	\$ 12,565,000
7 Streetscape / Public Realm Priority 2	\$ 705,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 705,000	\$ 705,000
8 Guy Place Park- Design and Construct	\$ 4,836,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,836,000	\$ 4,836,000
9 Program Administration	\$ 6,610	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,665,000	\$ 2,665,000
10 Program Admin Transfer to Programs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 296,000	\$ 296,000
11 25% Transfer to SOMA Stabilization Fund	\$ 2,309,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,309,000	\$ 2,309,000
12 Harrison Street (Partially between Essex and First North Side) (In-kind)	\$ 626,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 626,000	\$ 626,000
13 Ped Mid-block ped path between Folsom and Harrison near Fremont (In-kind)	\$ 573,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 573,000	\$ 573,000
14 First Street and Harrison Street (In-kind)	\$ 1,110,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,110,000	\$ 1,110,000

RUNNING TOTALS

	FY24 (CURRENT YEAR)	FY25 (BUDGET YEAR 1)	FY26 (BUDGET YEAR 2)	FY27	FY28	FY29	FY24-FY29	THROUGH FY 29	FY30-FY34	THROUGH FY34
15 Revenue Totals	\$ 3,602,000	\$ -	\$ -	\$ 169,070	\$ -	\$ 979,440	\$ 1,148,510	\$ 4,750,510	\$ 7,386,510	\$ 7,386,510
16 Total Expenditures	\$ 23,020,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,020,000	\$ 23,020,000	\$ 23,020,000
17 Annual Surplus (Deficit)	\$ (19,418,000)	\$ -	\$ -	\$ 169,070	\$ -	\$ 979,440	\$ 1,148,510	\$ (18,269,490)	\$ (15,633,490)	\$ (15,633,490)
18 Cumulative Surplus (Deficit)	\$ (19,418,000)	\$ (19,418,000)	\$ (19,418,000)	\$ (18,248,930)	\$ (18,248,930)	\$ (18,269,490)	\$ (18,269,490)	\$ (17,923,490)	\$ (17,923,490)	\$ (17,923,490)

SOUTH OF MARKET

Background and Highlights

This was the fourth year that South of Market (SoMa) was separated from Eastern Neighborhoods for the sake of implementing of the Western SoMa, Central SoMa and East SoMa Plans. Similarly, the SoMa CAC has been in effect since 2019 with the adoption of the Central SoMa Plan.

The Central Soma Plan, adopted in 2018, enabled greater development potential within the portions of South of Market that are in proximity to the Central Subway alignment. The Plan included new zoning, public realm improvements and a community benefits package that would be implemented through new development requirements and fees. The Plan is projected to result in a net gain of 32,500 jobs and 8,800 housing units above what would have been created under previous zoning. New requirements and fees associated with the Plan had been projected to result in \$2 billion in public benefits to serve the neighborhood.

The Central SoMa Plan also included an implementation strategy which described the actions, agencies and stakeholders that aim to implement the objectives and policies of the plan. It includes a detailed public benefits package, guide to urban design, key development site guidelines and key streets guidance. The Plan included the establishment of the Central SoMa Community Infrastructure Impact Fee and a Mello-Roos Community Facilities Tax as a key funding mechanisms.

For more information, visit the project website: <https://sfplanning.org/central-soma-plan>

Projected revenue is significantly down this year relative to last year for several reasons described below:

- (1) More Conservative Assumptions of Construction Commencement. Because development projects have been languishing for several years in the pipeline, IPIC was more conservative in projecting when development projects would pay their fees, thus pushing out fee revenue to later years;
- (2) Fee Reduction and Deferral Legislation. In September 2023, the Board of Supervisors passed a series of fee reduction and deferral measures (Ordinance 187-23) that both reduce absolute fee amounts and defers when developments are required to pay; and
- (3) Deferral of CFD Revenue and Bonding. Because IPIC was more conservative in projecting when

development projects would begin construction, the timing for when developments would start paying the CFD tax (which occurs at the end of construction and the beginning of occupancy) has been pushed out. The deferral of CFD tax revenue is further compounded by the inability for the City to bond against tax revenue until after the five year budget cycle because of the delay in realizing such revenue.

In the next five years (FY25 through FY29), the City expects to collect about \$79,700,000 in impact fees; the City expects to have collected \$146,300,000 through FY29, which is significantly less than last year's projections. Similarly, the City expects to collect only about \$570,000 in CFD tax revenue through FY29, less than one percent of what was expected within the same timeframe last year.

SOMA COMMUNITY PLANNING ADVISORY COMMITTEE (SOMA CAC)

The SoMa Community Planning Advisory Committee (SoMa CAC) is currently seated with 5 members and active recruitment is ongoing by the Mayor and Supervisor to fill the entire committee of 11 standing members and 11 alternants. The SoMa CAC advises the Planning Department and other agencies on the implementation of the Central SoMa Plan along with the existing East SoMa Plan and Western SoMa Plan. The CAC aims to have a varied composition of residents, small business owners, open space advocates, complete streets and transit advocates, and operators of affordable housing and other community-serving organizations. The CAC not only provides input on the programming of impact fees, but they can provide input of development proposals, open space, and other policy matters relevant to implementing the three area plans.

So far, the CAC and IPIC have identified projects in three main categories: Transit, Complete Streets, and Recreation and Open Space. For the first two categories, funds have been left in general purpose categories to enable flexibility of funding as transit and complete streets projects become further scoped.

Typically, the CAC will make an endorsement of the SoMa IPIC Expenditure Plan. However, the SoMa CAC did not have a quorum to entertain such an action. CAC members present at the last CAC meeting for the which the SoMa Expenditure Plan was presented, expressed concern about the unconstrained approach to IPIC budgeting, indicating that the expenditures should be constrained to expected available revenue as a means to prioritize projects even when revenue is dramatically reduced.

Ongoing Planning

SF RAILYARDS PROJECT

The SF Railyards is a 20-acre site – comprising Caltrain’s 4th and King terminal as well as an active train yard – at the intersection of SOMA, Mission Bay, and Showplace Square. The SF Railyards Project is reimagining this site with infrastructure improvements and mixed-use development concepts to realize a regional transit hub with a new rail station, improved Caltrain service, housing, offices, and public space. The project is proceeding as two parallel, interrelated efforts:

- Caltrain/Prologis Business Case: By 2040, Caltrain envisions running trains every 7.5 minutes at rush hour, and express service all day. Caltrain and Prologis are currently evaluating technical constraints and options for the site that can meet the operational needs of this vision, while also supporting feasible mixed-use development. The Preliminary Business Case report is currently expected in 2023.
- SF Railyards Development Concept: In partnership with public agencies, Prologis will propose a design and development concept for the SF Railyards and nearby rail tracks. The mixed-use concept will include housing, office, commercial spaces, open space, and community facilities, as well as new streets and pathways to connect SOMA, Showplace Square, Mission Bay and Mission Creek. Initial concepts are anticipated in the second quarter of 2024.

For more information, please go visit <https://sfplanning.org/railyards>

PROJECT DESCRIPTIONS

2ND STREET IMPROVEMENTS (MAP/ EXPENDITURE PLAN LINE ITEM NO. 10, 23 AND 24)

The Second Street Improvement project is intended to transform the Second Street corridor in the east South of Market (SoMa) neighborhood into a pedestrian and bicycle friendly complete street, consistent with the vision identified by the community in the East SoMa Area Plan.

The Plan identified Second Street as a primary pedestrian, bicycle, and transit thoroughfare and a green connector for the neighborhood. The Project consists of the following features between Market and King Streets:

- One-way cycle track bicycle facilities in the northbound and southbound directions

- Transit boarding islands at most transit stops along with planted medians;
- ADA-compliant curb ramps
- tree trees
- Site furnishings (trash receptacles, bike racks, benches, and pedestrian lighting)
- Curb-to-curb roadway grinding and repaving

In order to achieve the complete street along the corridor, the travel lanes along Second Street will be reduced to two in each direction, restrict left-hand turn lanes at most intersections, widen sidewalks from 10-foot to 15-foot between Harrison and Townsend Streets. It should be noted that because 2nd Street travels through both the Eastern Neighborhoods and the Transit District Area Plans, funds from both impact fees are being used to fund this project.

Project Origin:

East SoMa Area Plan, San Francisco Bicycle Plan; EN Area Plan Implementation Maps

Project Status and Delivery:

Construction completed. Undergoing long-term plant establishment through 2024.

Total Costs:

Approximately \$42,000,000

IPIC Funds:

\$4,900,000

FOLSOM STREET / HOWARD STREET STREETScape PROJECT (MAP / EXPENDITURE PLAN LINE ITEM NOS. 11 AND 21)

The project includes Howard between 11th and 5th and Folsom between 11th and 2nd. The project will include two-way protected bikeways, a transit only lane on Folsom, bulbouts, traffic signal upgrades, new mid-block traffic signals, and public realm improvements.

Project Origin:

Eastern Neighborhoods Implementation Document, EN Plan Area Infrastructure Maps, EN Trips. Folsom Street has long been envisioned to serve as the main civic corridor of South of Market and is a major infrastructure component of the East Soma Plan, Western Soma Plan and Central Soma Plan. This is an EN Priority Project

Project Status and Delivery:

The first near-term improvements to Folsom were installed in early 2018 from 11th to Falmouth (between 6th and 5th. Safety enhancements included parking-protected bikeways; increased yellow zones to provide additional space for commercial loading and reduce the frequency of double parking; boarding islands to reduce conflicts between the 12-Folsom and bicycle riders while decreasing travel time and improving reliability; “daylighting” by using red zones near crosswalks to improve the visibility of everyone using the street.

In Winter of 2019 the SFMTA built on those changes taking new measures on Howard Street similar to those already made on Folsom Street. These changes included installing a parking-protected bike lane, more loading zones and daylighting intersections. A huge success of the project was the level of outreach conducted with the public.

110 business were canvassed and gave input on loading conditions on these two streets. The public has had 6 open house sessions to provide input on public realm improvements, transportation improvements, and how the project can reflect the identity of the community (specifically the Filipino community, Youth and Family Special Use District, and Leather and LGBTQ Cultural District).

The project entered detailed design in October 2019. Construction for the Folsom portion was been awarded; construction scheduled to start 2024.

Total Costs:

\$88,200,000

IPIC Funds:

- \$20,232,000 total [note: \$550k from Transit / Transportation category]
- \$17,842,000 transferred
- \$2,390,000 appropriated not transferred
- \$ 8,800,000 appropriated for SoMa Street projects, which could be used for Folsom / Howard

LOCAL TRANSIT IMPROVEMENTS (MAP / EXPENDITURE PLAN LINE ITEM NO. A)

The Central SoMa Plan calls for \$125,000,000 of local transit improvements over the next 25 years to be funded by the Eastern Neighborhoods Infrastructure Fee and the Central SoMa Infrastructure Fee. Funds are to pay for a variety of near and long-term transit service and capacity

enhancements that could include transit enhancement and expansion including purchase of revenue fleet vehicles that enhance and expand Central SoMa transit service, preventive maintenance (e.g. state of good repair efforts), streetscape improvements (such as transit priority lanes and boarding islands), and service adjustments. Funds for SoMa transit improvements projects are being kept in this single line item to enable funding flexibility for the time being.

Project Origin:

Central SoMa Plan

Project Status and Delivery:

Varies. MTA to provide IPIC and SoMa CAC periodic updates.

IPIC Funds:

- \$64,010,000 total
- \$9,069,000 appropriated not yet transferred
- \$51,261,000 programmed FY27 through FY30

5TH AND BRANNAN STREET IMPROVEMENTS (EXPENDITURE PLAN LINE ITEMS E.1, E.2, AND E.3)

This line item has been created to account for potential in-kind agreements with three development projects adjacent to the 5th and Brannan intersection (598 Brannan, 88 Bluxome and Flower Mart) for street improvements to widen sidewalks, construct protected bike lanes, signalized midblock pedestrian crossings and a protected intersection, and raise street elevations to reduce flooding. The street improvements would encompass 3,000 linear feet of development project frontage.

Project Origin:

Central SoMa Plan

Project Status and Delivery:

Development projects would construct improvements between 2023-2026.

IPIC Funds:

In-kind agreement would be approximately \$8,500,000

PEDESTRIAN, BICYCLE, AND STREETScape ENHANCEMENT FUND (EXPENDITURE PLAN LINE ITEM NO 27.1)

This fund was created to enable flexible, nimble, and strategic spending of Eastern Neighborhood transportation dollars in the short term. The funds are to provide Public Works access to funds that can fill the last gaps of projects and/or to prioritize Eastern Neighborhood projects above others for implementation.

Project Origin:
IPIC

Project Status and Delivery:

Funds are available to streetscape, bike and pedestrian projects upon request and after consultation with IPIC and the SoMa CAC. Eligible projects generally include, but are not limited to, community requested street tree and understory landscaping.

Total Costs:

\$200,000 in FY21

IPIC Funds:

\$200,000 total (appropriated not transferred)

SAN FRANCISCO PUBLIC WORKS DESIGN PLAN AND PRIORITIZATION OF SOMA PROJECTS (EXPENDITURE PLAN LINE ITEM NO.G.1)

This line item has been created to enable San Francisco Public Works staff to begin work on design, planning and prioritization of complete streets projects in SoMa in FY21 ahead of more significant funds being available for actual construction and implementation.

Project Origin:

IPIC

IPIC Funds:

\$100,000 (appropriated not transferred)

SOMA STREET IMPROVEMENT PROJECTS (EXPENDITURE PLAN LINE ITEM NO G.21)

The Central SoMa Plan call for the improvement of all major streets within Central SoMa to address lack of sufficient sidewalk widths, crosswalks, bicycle infrastructure and other street infrastructure. Funds can go to additional design, community outreach and environmental work as well as construction costs. Although improving main streets is the

highest priority, improvements may also be implemented on alleyways as funding allows. Funds for SoMa Street Improvement projects are being kept in this single line item to enable funding flexibility for the time being. [Note: this line item has been divided into two separate line items indicating which agency will take the lead]

Project Origin:
Central SoMa Plan

Project Status and Delivery:
Ongoing

IPIC Funds:

- Approximately \$41,450,000
- \$160,000 transferred
- \$8,889,000 appropriated not transferred
- \$30,698,000 programmed FY26 through FY29

GENE FRIEND / SOMA RECREATION CENTER (MAP / EXPENDITURE PLAN LINE ITEM NO. 39)

Located in an area where open space and recreation opportunities are limited, this facility is heavily used by children, seniors, and people who live and work in the SOMA neighborhood – which is also one of the city’s fastest growing neighborhoods. RPD collaborated with the Trust for Public Land on a feasibility study and concept plan, which replaces the existing facility with one almost twice the size. The new facility would include a double basketball court gym, two multi-purpose rooms, a large exercise room and a new kitchen. The project includes improved lighting, security, and new outdoor amenities: a basketball court, plaza space, playground, and landscaping.

Project Origin:

Eastern Neighborhoods Implementation Document (the document promised one rehabilitated park in each of the EN Neighborhoods)

Project Status and Delivery:

The Recreation and Park Commission approved the concept design in September 2019. Construction is anticipated to begin early 2024. This project is a named park in the 2020 Health and Recovery G.O. Bond and has received \$30 million in Bond funding, the project is currently receiving \$4 million from the 2020 Health and Recovery Bond Project Contingency until impact fees are available.

Total Costs:

\$59.3 million

IPIC Funds: -

- \$27,800,000 Total
- \$22,000,000 transferred
- \$5,800,000 appropriated not transferred

11TH STREET PARK (MAP/ EXPENDITURE PLAN LINE ITEM NO.45)

RPD acquired 11th & Natoma in 2018 to construct a new park. The site needs to be remediated, designed, and developed.

Project Origin:

Eastern Neighborhoods Implementation Document (the document promised one new neighborhood in each of the EN Neighborhoods);

Project Status and Delivery:

The project is currently in the Design phase. Design and environmental review began in early 2022 and community engagement to review design concepts occurred in early summer 2022. Environmental review and approval of concept design at the Recreation and Park Commission is expected to be complete by late fall 2023. The project delivery dates will adjust according to funding availability.

Total Costs:

\$23,400,000 for acquisition and park creation

IPIC Funds:

- \$4,500,000 received
- \$7,100,000 pending
- \$505,250 from MO programmed FY25

PARK AT WELSH / FREELON / 598 BRANNAN (MAP / EXPENDITURE PLAN LINE ITEM NO. J)

The Central SoMa Plan calls for the creation of an approximately one-acre park located in the interior of the block surrounded by Brannan Street, 4th Street, Bryant Street and 5th Street, the location of the previous Public Utilities Commission yard. Expected features in the park include outdoor seating, dog run, children’s playground, public art and flexible space to host community events such as a night market. Specific amenities are to be determined through on-going outreach by the development team.

Project Origin:

Central SoMa Plan

Project Status and Delivery:

Project Status and Delivery: The park will be developed in connection with the multi-phase development at 598 Brannan Street, which staff estimates will occur in the next five years in two major phases. The Project Sponsor of the mixed-use office project at 598 Brannan Street have the right to develop the park in-lieu of paying impact fees. (see Planning Code Section 406(e))

IPIC Funds:

Current estimate: \$38,500,000.

GENE FRIEND POOL ANNEX AND COMMUNITY CENTER AT 88 BLUXOME (MAP / EXPENDITURE PLAN LINE ITEM NO. K)

The Gene Friend Pool Annex at 88 Bluxome will include a RPD-owned community pool and 10,000 square foot community room that will be developed as part of the mixed-use project at 88 Bluxome.

Project Origin:

Central SoMa Plan

Project Status and Delivery:

The Pool Annex will be developed in connection with the mixed-use development at 88 Bluxome Street. The project is currently on hold.

IPIC Funds:

Up to \$10 million after FY29. Actual cost is to be determined.

VICTORIA MANALO DRAVES PARK PROGRAMMING

The project included the addition of sports lighting at the ballfield and basketball court and upgrades of pathway lighting, as well as minor security updates to pathways, low walls, and fencing, to create better circulation and site visibility (added security cameras). Additional seating was installed at the playground and the community garden was expanded with added planters.

Project Origin:

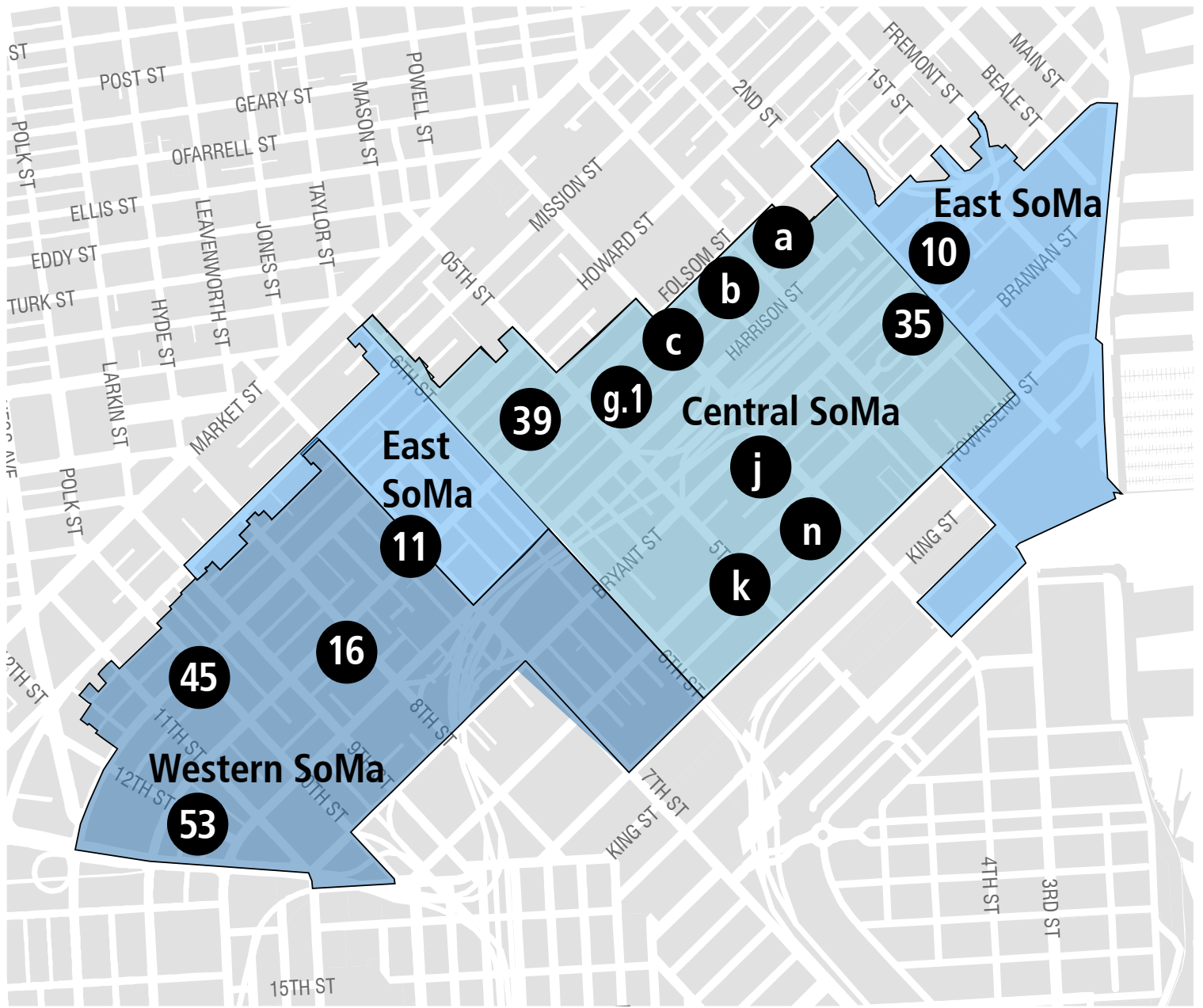
POPOS in-lieu fees

Project Status and Delivery:

project is completed and opened in 2021.

Total Costs:

Final project cost was \$2,100,000; with a balance over \$400K remaining. Remaining funds will be required to go to VMD.



South of Market (SoMa)

- 10. 2nd Street Streetscape Improvements
- 16. Ringold Alley Improvements
- 35. South Park Rehabilitation
- 39. Gene Friend Recreation Center Rehabilitation
- 45. 11th Street and Natoma Street New Park
- 53. Eagle Plaza
- a. SOMA Local Transit Improvements
- b. SOMA Regional Capacity Transit Improvements
- c. MTA Design, Plan and Prioritization of SoMa Projects
- g.1. Public Works Design, Plan and Prioritization of SoMa Projects
- j. SOMA Street Improvement Projects
- j. New Park at Welsh/Freelon/598 Brannan
- k. Gene Friend Aquatic Center Annex at 88 Bluxome
- n. Bluxome Linear Park



1



2



3



4



5

SOUTH OF MARKET

1. Folsom Street Rendering
2. 2nd Street Streetscape
3. Central Soma Park
4. BUF Nursery
5. SF Railyards Project Map

Photo credits: (1-2) SFMTA; (3) Atlas Lab, (2); (4) SF Rec Park; (5) SF Planning

South of Market

Transferred

Category	IPIC NO.	Project	Agency	Amount Transferred
Housing	4	Housing	MOHCD	\$ 6,108,000
Transit / Transportation	10	2nd Street Improvements	DPW	\$ 750,000
Transit / Transportation	11	Folsom Street / Howard Street Improvements	DPW/MTA	\$ 550,000
Transit / Transportation	16	Ringold Alley Improvements (In-Kind)	In-Kind	\$ 1,800,000
Complete Streets	21	Folsom Street / Howard Street Improvements	MTA	\$ 17,292,000
Complete Streets	23	2nd Street Improvements	DPW	\$ 4,812,000
Complete Streets	g.2	SoMa Street Improvement Projects	MTA	\$ 160,000
Recreation and Open Space	35	South Park	RPD	\$ 1,500,000
Recreation and Open Space	37	General Planning	RPD	\$ 128,000
Recreation and Open Space	h	Gene Friend / Soma Recreation Center*	RPD	\$ 17,038,000
Recreation and Open Space	45	11th Street Park (previously "New Parks in Soma"	RPD	\$ 8,510,000
Recreation and Open Space	45	New Park in SoMa	DCP	\$ 300,000
Recreation and Open Space	53	Eagle Plaza (In-Kind)	IN-KIND	\$ 1,500,000
Child Care	58.2	Child Care	OECE	\$ 1,213,178
Admin		Admin - Soma	DCP	\$ 4,652,618
Total				\$ 66,313,796

Ongoing Commitments

Category	Line Item No.	Project Title	Agency	Previously Appropriated - Funds not yet Transferred	Programmed FY25 through FY 29	THROUGH FY29
Transit	15.1	Transit Enhancement Fund - Soma	MTA	\$ 156,000	\$ -	\$ 156,000
Transit	a	Local Transit Improvements	MTA	\$ 9,069,000	\$ 51,261,399	\$ 51,261,399
Transit		Regional Capacity Improvements	[tbd]	\$	\$ 238,260	\$ 238,260
Complete Streets	21	Folsom Street / Howard Street Improvements	MTA	\$ 2,390,000	\$ -	\$ 2,390,000
Complete Streets	27.1	Pedestrian, Bicycle, and Streetscape Enhancement Fund *	DPW	\$ 200,000	\$ -	\$ 200,000
Complete Streets	g.1	Public Works Design, Plan, and Prioritization of SoMa Projects	DPW	\$ 100,000	\$ -	\$ 100,000
Complete Streets	g.2	SoMa Street Improvement Projects	MTA	\$ 8,889,750	\$ 1,750,000	\$ 10,639,750
Complete Streets	g.2.2	SoMa Street Improvement Projects	DPW / MTA	\$ -	\$ 30,698,084	\$ 30,698,084
Complete Streets	g.3	Filipino District Gateway Marker	In-Kind	\$	\$ 300,000	\$ 300,000
Recreation and Open Space	h	Gene Friend / Soma Recreation Center*	RPD	\$ 5,800,000	\$ -	\$ 5,800,000
Recreation and Open Space	45	11ths Street Park	RPD	\$ 4,962,000	\$	\$ 4,962,000
Environment / Sustainability	w.2	[placeholder]	tbd	\$	\$ 92,056	\$ 92,056
Preservation / Community	ad	[placeholder]	tbd	\$	\$ 2,787,716	\$ 2,787,716
School and Child Care	58.2	Child Care	DEC	\$ 965,000	\$ 6,513,822	\$ 3,248,000
School and Child Care	ad	Bessie Carmichael Supplemental Services	tbd	\$	\$ 10,830	\$ 10,830
Admin - SoMa		Admin	DCP	\$	\$ 906,000	\$ 1,860,000
Total				\$ 32,531,750	\$ 94,558,167	\$ 114,744,095

Impact Fee Revenue through FY29

\$ 47,397,000

CFD Revenue through FY29

\$ 570,000

\$ 47,967,000

Deficit

\$ (66,777,095)

TRANSIT CENTER DISTRICT

Background and Highlights

The Transit Center District Plan (TCDP), adopted in 2012, enables about 4,800 additional residential units and about 6.5 million square feet of new commercial space (office and retail) near the Salesforce Transit Center. Since plan adoption, about 4,905 units and 5.5 million square feet of commercial space have been entitled by the Planning Department.

The Transit Center District Plan and the related Transbay Redevelopment Plan are being carried out by several agencies: Planning, Office of Community Investment and Infrastructure (OCII) and the Transbay Joint Authorities Board (TJPA). The TCDP Implementation Document established a list of infrastructure improvement projects to enhance pedestrian and transit infrastructure to accommodate the forthcoming growth in the Transit Center District as a major regional transit hub.

The TCDP established two impact fees for new development in the Transit Center District: one for open space and a second for transportation. In addition to the impact fees, a Community Facilities District (CFD or Mello Roos District) has been established to help fund the Downtown Rail Extension which would extend the Caltrain and High Speed Rail to the Salesforce Transit Center, as well as the streetscape and open space improvements.

The Transbay CFD includes an additive tax per square foot on properties within the TCDP area plan that will see significant new development. The CFD could potentially raise as much as \$14.11 million between FY25 and FY29 future towards construction of the Transbay Terminal projects and other streetscape, transit, and open space improvements. Of this amount, \$11.5 million are specifically be allocated to TJPA-related projects, with the balance of \$2.9 million are to be allocated to other Transit Center related Projects.

The Planning Department projects about \$15 million in impact fee revenues available for infrastructure impact fees in the Transit Center District in the next five years. Nearly \$3.7 million of these impact fees are set aside for open space while the other \$11.3 million are set aside for transportation and streetscape projects. These numbers are considerably less than what was projected last year due to the recently approved fee-reduction legislation (see discussion in introduction).

The Transit Center Funding Program and Ongoing Approach to Allocating Funds to Projects

A component of the Transit Center Implementation Document, one of the master approval documents adopted by both the Planning Commission and the Board of Supervisors, is the Transit Center Funding Plan, which provides a definitive list of transportation and open space infrastructure projects (TC Infrastructure Projects) and their expected costs that are to be delivered over the Plan's 20-year timeframe. While the Implementation Document and Funding Plan provides the list of projects and their expected costs, it does not specify the timing of the delivery of the TC Infrastructure Projects; rather it specifies that the timing of funding and delivery would largely be left to IPIC.

In winter of 2020, IPIC decided to use the original costs of the Infrastructure Projects vis-à-vis each other as a way to gage the ongoing funding for each project and to assure enough revenue would be left for each project over time, even when such projects might not be ready for delivery in the early years.

Like last year, this IPIC Report includes both Expenditure Plans for both revenue sources, impact fees and the CFD. Through this fiscal year, CFD spending has been allocated to TJPA related projects (including the Train Box and Salesforce Park), several transit related streetscape projects, the renovation of Portsmouth Square, BART capacity improvements at Montgomery and Embarcadero Station, and a Congestion Management Study.

Project Descriptions

TRANSIT CENTER STREETScape (MAP / EXPENDITURE PLAN LINE ITEM NO 5)

The Transit Center Plan assumes streetscape and public right-of-way improvements on almost all of District’s streets. Streetscape improvements have been divided into five phases. As an initial phase, priority street segments have been identified to coincide with the opening of the Transbay station. These street segments include the west side of 1st Street between Mission and Minna pedestrian crosswalk with signal across Mission Street at Shaw Alley with accompanying sidewalk widening, and the construction of a bus island on eastbound Mission between 1st and Fremont Streets.

Project Origin:

The Transit Center District Plan / Transit Center Implementation Plan

Project Status and Delivery:

- Minna Natoma Streetscape Project design underway. Anticipated Advertisement Winter 2024.
- Beale Street Phase 1 Project approaching 100% design. Anticipated advertisement in Winter 2024.
- Transit U Project approaching 100% design. Anticipated advertisement in Winter 2024.
- Main Street Phase 1 Project approaching 65% design. Anticipated advertisement in Spring 2024.
- Transbay Howard Project approaching 65% design. Anticipated advertisement in Spring 2024.

Total Costs:

\$252 million for all phases (original estimate of streetscape, pedestrian, and bicycle improvements 2022 dollars)

IPIC Funds:

- \$27,742,128 total
- \$24,290,000 transferred
- \$500,000 appropriated not transferred

CFD Funds:

- \$51,100,414 transferred
- \$25,120,482 programmed FY23

TRANSBAY TRANSIT CENTER AND DOWNTOWN RAIL EXTENSION (MAP / EXPENDITURE PLAN LINE ITEM NOS. 7 AND 8)

The Transbay Program consists of two phases. Phase 1 – which has been completed and is currently operating – comprises design and construction of the above-grade levels of the Transit Center (Salesforce Transit Center) and its related components, including the Roof Top Park (Salesforce Park), the core and shell of the below-grade two-level train box, a bus ramp connecting the station to the San Francisco–Oakland Bay Bridge, bus storage for off-peak bus layovers, and a temporary terminal, which has since been transferred to the Office of Community Investment and Infrastructure in 2020.

Phase 2 of the Program will deliver the Downtown Rail Extension (DTX) project (also known as The Portal), which will extend the Caltrain system from its current terminus at Fourth and King Streets and ultimately, bring the California High-Speed Rail Authority statewide system to the Salesforce Transit Center in downtown San Francisco. It will also include the build-out of the Transit Center’s below-grade train station, and a new underground station at Fourth and Townsend Streets along with six ventilation and/or egress structures along the tunnel alignment. Engineering for the DTX is currently underway.

Project Origin:

In 1999, San Francisco voters voted to make it city policy to extend the Caltrain station from Fourth and King Streets up to a new or rebuilt station on the site of the Transbay Terminal located on Mission and First Streets. (Proposition H).

Project Status and Delivery:

The Federal Transit Administration (FTA) issued an Amended Record of Decision for the Transbay Program’s Supplemental Final Environmental Impact Statement/ Environmental Impact Report on July 22, 2019. This document amends the 2005 Record of Decision for the Transbay Program and covers the required environmental analysis of refinements to the Downtown Rail Extension and other transportation improvements in the vicinity of the transit center. Engineering and design work is underway, and on December 3, 2021, the project was accepted into the Project Development phase of the Federal Transit Administration’s Capital Investment Grants New Starts program. This is the first step of the three-part process to securing a significant federal funding contribution to deliver the project. The TJPA is targeting an December 2023 entry to the Engineering phase, the second step in FTA’s three-part process.

Total Costs:

The total cost of Phase 2 is estimated at approximately \$8.2 billion, which includes both the \$7.5 billion needed to complete the project and the \$729 million previously incurred cost of constructing the two-level train box, which is considered as a matching source in the DTX funding plan under the FTA CIG New Starts program.

IPIC Funds:

\$16,000,000 in FY19, which would enable design, engineering, and other preconstruction work. These funds have been appropriated but not yet transferred to TJPA.

RAIL ALIGNMENT AND BENEFITS STUDY (EXPENDITURE PLAN LINE ITEM NO. 9)

The Rail Alignment and Benefits (RAB) Implementation Program is a continuation of the work San Francisco Planning completed in 2018 that focused on the efficient and effective movement of Caltrain and High Speed Rail trains through the City and into the Transbay Transit Center (TTC).

The Mayor’s office and the Board of Supervisors, in their capacity as the County Transportation Authority, both endorsed the Pennsylvania alignment to extend the Downtown Extension (DTX) tunnel and the Pennsylvania Avenue alignment. This project will move the trains underground further south (to around Cesar Chavez).

By tunneling the trains further south, six new street connections can be made along the alignment while preserving the current crossings. The Planning Department is currently leading a study of future Caltrain station locations depending on the tunnel alignments, which are under development by the County Transportation Authority. The Planning Department is also leading work to identify development opportunities for the Railyards that can accommodate critical transit service needed for the City and Region.

In support of the RAB Implementation Program at the Railyards, \$250 thousand may go to support a community engagement process and financial and technical analysis in parallel to the preliminary business case that is being jointly developed by Caltrain and Prologis from 2021-2023.

This work would take place over 2022 and 2023, informing and supporting the technical conclusions of the business case, which is anticipated to conclude in 2023 with a preferred concept to advance into a development agreement discussion.

IPIC Funds:

\$3,800,000 in FY18

BETTER MARKET STREET IMPROVEMENTS (MAP / EXPENDITURE PLAN LINE ITEM NO. 11)

The Better Market Street Project provides various streetscape and transportation improvements to a 2.2 mile-long corridor along Market Street between Steuart Street and Octavia Boulevard, including a sidewalk-level bicycle facility, pedestrian facilities, and streetscapes along Market Street. The project also introduces changes to the roadway configuration, private vehicle access restrictions, traffic signals, surface transit, commercial and passenger loading, vehicular parking, and utilities. Funds from Transit Center Transportation Impact fee would go toward design and engineering for the project segment in the Transit Center District.

Total Costs:

Approx. \$73,500,000 for portion immediately adjacent to Transit Center

IPIC Funds:

\$2,000,000 in FY 19

SODA STREETScape IMPROVEMENTS (MAP / EXPENDITURE PLAN LINE ITEM NO. 12)

As described above, the SODA planning effort looks to prioritize public realm improvements in Transit Center and Rincon Hill holistically. Because Transit Center and Rincon Hill are immediately adjacent to each other, public realm projects in each neighborhood serve both areas along with the City as a whole.

SODA Streetscape Improvements is being described separately from the Transit Center Streetscape Improvements to indicate that funds appropriated to this IPIC Project could potentially pay for Rincon Hill streetscape projects if the SODA Plan prioritizes them above other Transit Center streetscape plans for near-term implementation.

Project Origin:

Rincon Hill Master Streetscape Plan, Transit Center Implementation Plan, SODA Planning Process

Project Status and Delivery:

SODA Alleys (Minna, Jesse, Anthony, Stevenson, Tehama, Clementina, TBD)

Total Costs:

TBD

IPIC Funds:

\$8.5 million (appropriated not transferred)

CENTRAL SUBWAY CHINATOWN STATION OPEN SPACE (MAP / EXPENDITURE PLAN LINE ITEM NO 24)

The Transit Center District Plan explicitly anticipated sharing impact fees for park improvements in nearby Chinatown. A part of these funds have been appropriated for the Chinatown Station Open Space.

Project Origin:

The Transit Center District Plan; Central Subway

Project Status and Delivery:

Complete and open

IPIC Funds:

\$7,000,000

PORTSMOUTH SQUARE (MAP / EXPENDITURE PLAN LINE ITEM NOS. 25, AND 26)

The much-needed improvements to Portsmouth Square will create a central community space that is safe and welcoming to all, including the many residents of nearby affordable housing. The project design was informed by community feedback with majority support from Chinatown community. The project will renovate the existing park with a new children’s play area, exercise equipment, plazas, shade structures, seating areas, wayfinding, signage, sidewalks, landscaping, terraces, ramps, and a new 8,300-square-foot clubhouse. The project will also re-waterproof the roof of the Portsmouth Square Garage located underneath the park and portions of the adjacent streets and sidewalks, seismically upgrade portions of the parking garage, and demolish and remove the pedestrian bridge spanning Kearny Street that connects Portsmouth Square with 750 Kearny Street (currently managed by the Hilton Hotel and the Chinese Culture Center).

Project Origin: The Transit Center District Plan**Project Status and Delivery:**

An Environmental Impact Report (EIR) for the project was completed and certified in January of 2022. The EIR received final approval at the completion of the required 30-day appeal period and the Notice of Determination was filed on

February 16, 2022. The project will receive \$54 million from the 2020 Health & Recovery G.O. Bond.

Total Costs:

- \$72,000,000
- \$10.8 million from Transit Center Community Facilities District funding

TRANSIT DELAY MITIGATION (NEW BUSES)

The Transit Center Implementation Document and the Funding Program calls for the purchase of three buses to serve the Area, up to two for MTA with a third going to a regional transit agency.

Project Origin:

The Transit Center District Plan

Project Status and Delivery:

MTA is awaiting the transfer of funds to purchase new buses.

CFD Funds:

\$3,200,000 appropriated in FY23 for MTA.

IPIC Funds:

\$1,600,000 in FY27 for regional transit.

DECONGESTION PRICING AND INCENTIVES STUDY (EXPENDITURE PLAN LINE ITEM NO. 12.2)

Traffic congestion has historically been a significant problem in downtown San Francisco and SoMa, and as the city recovers from the pandemic, we are already seeing congestion rise again. The Downtown Congestion Pricing Study is exploring how a fee to drive into downtown/ SoMa during the most congested times could keep traffic moving while making our transportation system safer and more equitable, after we recover from the COVID 19 pandemic. The study begins with an analysis of existing congestion and how it impacts residents, businesses, and other users of the transportation system with a focus on social equity. The study also includes working with stakeholders to identify goals and objectives for potential congestion pricing policies.

The study team will then develop, evaluate, and refine potential congestion pricing program scenarios to identify which best meet the goals and objectives before developing a final recommendation and potential implementation plan. Program elements to be considered include different

pricing parameters, discounts and incentives for using non-auto travel modes, credits or discounts to improve equity outcomes, and provision of improved transit service and multimodal infrastructure using revenue raised through pricing.

The study will evaluate potential approaches from three main perspectives: efficacy, equity, and economy. First, the study will evaluate strategies with a focus on efficacy at reducing congestion and its negative effects.

Second, the study will include an equity analysis to assess who would benefit and be impacted by a potential system and what it would take to ensure the resulting program provides net benefits to low-income travelers in San Francisco.

And third, the study will seek to understand business impacts to ensure the approach would foster continued economic growth. The study will also include a robust and inclusive outreach effort to inform the alternatives, analysis, and conclusions. Ultimately, the study will identify the most promising pricing and incentives alternative(s) and next steps for environmental analysis, design, funding, and implementation.

Project Origin:

The Transportation Authority first studied congestion pricing in the 2010 Mobility, Access, and Pricing Study. It has since been included in a wide range of local and regional plans, including the 2017 San Francisco Transportation Plan, 2017 San Francisco Transportation Demand Management Plan, 2017 San Francisco Transportation Sector Climate Action Strategy, 2018 Transportation Task Force 2045 Report, and 2019 San Francisco Vision Zero Action Strategy.

Project Status:

The Transportation Authority Board requested the study in Fall 2018 and appropriated local Prop K sales tax funding in early 2019. The Metropolitan Transportation Commission approved funding to support the study in Summer 2019. The study launched in July 2019 and was anticipated for completion by the end of calendar 2020. Currently, the study is on hold until 2022, as we observe travel patterns and economic recovery following the COVID 19 pandemic. We anticipate resuming the study in 2022. Ultimately, implementation would require consensus by city leaders and state authorization.

Total Cost:

Total estimated study cost is \$3.2 million.

IPIC/ CFD Funds:

\$470,000 in IPIC funds and \$880,000 in CFD funds have been provided for the project. The remainder of the study cost, \$1.85 million, has been funded through a combination of local Prop K sales tax (\$1,250,000); regional MTC funds (\$400,000); and potential private (\$600,000) grant sources.

BART CAPACITY PROJECTS (EXPENDITURE PLAN / LINE ITEM NO. 12.3)

Scope of Work:

This project will take place at the BART/Muni Embarcadero station. This station plays a critical role in San Francisco as it is located in an area with multiple tourist attractions, businesses, restaurants, employment offices, education programs, and transit connections; hence, the station serves a wide range of communities, including Communities of Concern. Prior to COVID-19 pandemic, the station provided ~90,000 BART journeys (entries + exists). In 2023, the station provided ~35,000 BART journeys daily.

This project will increase accessibility, reduce elevator service interruptions, improve station maintainability, and enhance customer experience at the station. The project's scope of work will be delivered in two phases. Phase 1 will renovate and modernize existing hydraulic elevator, relocate existing machine room adjacent to elevator shaft, and demolish and rebuild wider south stairs, increasing width from 36" to 44" to comply with egress requirement. Phase 2 will construct a new elevator in the north side of the station, construct a new machine room for the elevator, and demolish and rebuild wider north stairs. Funding for Phase 1 has been secured and multiple funding sources are either programmed or allocated, including CFD funds.

Project Origin:

The Embarcadero station is considered one of the busiest stations of the BART system. BART has conducted several studies to develop project concepts to renovate, modernize, and expand capacity at the Embarcadero station. In addition, with input from various stakeholders, BART has identified needs to improve station functionality, safety, access, appearance, and overall customer experience. These studies informed the scope of work for this project and highlighted the importance of delivering the work to address current and projected needs at the station.

Project Status and Delivery: In the fall of 2019, BART placed a contract out for bid for part of the current scope of work. BART received two bids that were 70%

and 99% higher than Engineer's estimate. Upon rejecting all bids, BART determined the project needed to be re-designed and began this process in March of 2020. Due to COVID related impacts, including supply chain shortages, inflation, and staffing shortages, and legacy station complexities identified during the re-design phase, BART determined the project's scope of work needed to be delivered in two phases. For Phase 1, BART expects to complete final design by fall of 2024, begin construction in fall of 20245, and complete construction in fall of 20267. BART will determine the schedule for Phase 2 based on funding availability.

Project Cost:

Total Estimated Cost for Phase 1: \$22-\$24 million

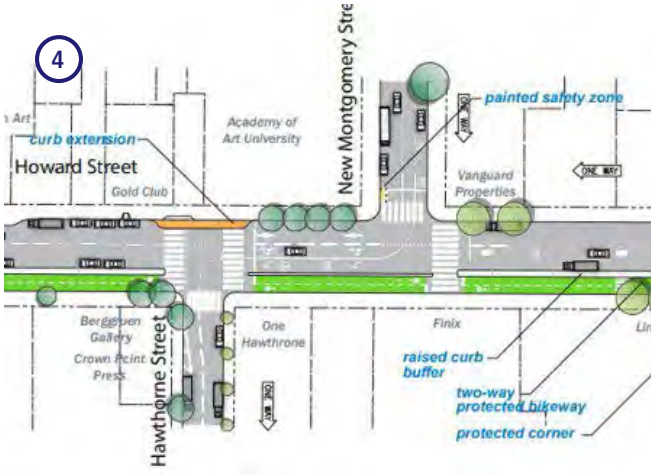
Total Estimated Cost for Phase 2: \$30 million

IPIC Funds: \$3M (combination from CFD and Impact Fees)



Transit Center District Projects

- 3. Transit Center Streetscape
- 5. Transit Center and DTX
- 9. Better Market Street
- 10. SODA Streetscape
- 11. Mid-Block Crossings (In-Kind)
- 12. Natoma Streetscape (In-Kind)
- 13. Bus Boarding Island on Mission (In-Kind)
- 14. Transit Center In-Kind
- 20. Sales Force Park (aka City Park)
- 21. Downtown / Chinatown Parks
- 22. Central Subway Open Space
- 23. Portsmouth Square Improvements



TRANSIT CENTER DISTRICT

- 1. Portsmouth Square Plan
- 2. Portsmouth Square Clubhouse
- 3. Portsmouth Square Upper Plaza
- 4. Howard Street Rendering
- 5. Montgomery BART
- 6. Embarcadero BART

Photo credits: (1 - 3) SF Rec and Park; (4) DPW; (5-6) BART

Transit Center
Transferred

Category	IPIC NO.	Project	Agency	Amount Transferred
Transportation	5	Streetscape Design and Construction	DPW	\$ 24,290,000
Transportation	6	Streetscape Design (Planning)	DCP	\$ 100,000
Transportation	7	Phase I DTX	TJPA	\$ 2,000,000
Transportation	9	Railyard Realignment Study	DCP	\$ 3,800,000
Transportation	10	Admin (Planning)	DCP	\$ 135,000
Transportation	11	Better Market Street	DPW	\$ 2,000,000
Transportation	12.2	Congestion Charging Studies and Pilot	CTA	\$ 470,000
Transportation	12.3	BART Capacity Projects	BART	\$ 170,129
Transportation	13	Mid-Block Crossings (In-Kind - Transit Tower)	IN-KIND	\$ 1,000,000
Transportation	14	Natoma (In-Kind - Transit Tower)	IN-KIND	\$ 11,000,000
Transportation	15	Bus Boarding island on Mission Street (In-kind - Transit Tower)	IN-KIND	\$ 500,000
Transportation	16	Transit Tower In-Kind Agreement	IN-KIND	\$ 15,000,000
Recreation and Open Space	21	City Park (TJPA)	TJPA	\$ 2,000,000
Recreation and Open Space	23	Improvements to Downtown/Chinatown Parks	RPD	\$ 1,500,000
Recreation and Open Space	24	Central Subway Open Space	MTA	\$ 7,000,000
Recreation and Open Space	25	Portsmouth Square improvements (RPD)	RPD	\$ 365,000
Recreation and Open Space	26	Portsmouth Square improvements (Planning)	DCP	\$ 283,000
Recreation and Open Space	27	Guy Place Park	RPD	\$ 1,525,000
Recreation and Open Space	28	City Park (In-Kind - Transit Tower)	IN-KIND	\$ 8,500,000
Total			\$	\$ 81,638,129

Ongoing Commitments		Line Item No.	Project Title	Agency	Previously Appropriated - Funds not yet Transferred	Programmed FY25 through FY 29	THROUGH FY29
Transportation		5	Streetscape Design and Construction	DPW	\$ 6,580,000	\$ 10,496,385	\$ 17,076,385
Transportation		6	Streetscape Design (Planning)	DCP	\$ 100,000	\$ -	\$ 100,000
Transportation		8	Phase II DTX	T.JPA	\$ 16,000,000	\$ -	\$ 16,000,000
Transportation		12	SODA Streetscape	DPW	\$ 8,500,000	\$ -	\$ 8,500,000
Transportation		12.2	Congestion Charging Studies and Pilot	CTA	\$ 530,000	\$ -	\$ 530,000
Transportation		12.3	BART Capacity Projects	BART	\$ 313,886	\$ -	\$ 313,886
Transportation		12.75	Transit Delay Mitigation (Regional Transit)	[tbd]	\$ -	\$ 1,600,000	\$ 1,600,000
Total					\$ 32,023,886	\$ 12,096,385	\$ 44,120,271
						Revenue through FY29	\$ 15,066,000
						Deficit	\$ (29,054,271)

VISITACION VALLEY

Background and Highlights

The Visitacion Valley Community Facilities and Infrastructure Fee and Fund was established in 2006 in anticipation of moderate to high density development at Executive Park (located immediately east of the Highway 101 at the southern San Francisco border) and in other areas within the Visitacion Valley area. Unlike most other impact fee areas, Visitacion Valley does not have a comprehensive Area Plan. Portions of Visitacion Valley are included in other plans; most notably, the Executive Park Subarea Plan, the Baylands North (Schlage Lock) development project, and the Sunnydale HOPE SF development project.

Between these three developments, a net increase of 4,800 units, 140,000 square feet of commercial/retail space, and 75,000 square feet of community space is expected; build out would occur over at least 15 years. Over the next six years, the Planning Department projects approximately \$6.72 million in fee revenue. The Planning Department, in collaboration with SFMTA, Public Works, and Recreation and Parks, has continued to engage the Visitacion Valley community to identify and prioritize projects for impact fee spending.

Because impact fee revenue in Visitacion Valley is reliant on three large-scale development projects (Executive Park, Schlage Lock and Sunnydale HOPE SF), projected revenue has the potential of changing dramatically from year to year depending on the progress of those projects.

COMMUNITY ENGAGEMENT

Because the Visitacion Valley fee area is not a comprehensive plan area like the other fee areas, there is not a master list of expected community benefits. Therefore, the Planning Department, SFMTA, Public Works, and the Recreation and Parks Department are engaged with the Visitacion Valley community on an ongoing basis to prioritize for the use of impact fees. Since the Schlage Lockmaster approvals were certified by the Board of Supervisors on May 19, 2015, City staff have held numerous community meetings. Planning Department staff provided an update on both the project and impact fees on November 22, 2023. The purpose of these updates is to enable community input into the IPIC process, to understand community priorities for the programming of projected impact fees, to collect community feedback on project design and implementation, and to provide current information regarding the status of projects and developments in the area. The City is committed to providing at least one update per year until all impact fees are programmed and any associated projects are implemented.

The City is working with the developer and a group of neighborhood stakeholders to bring programming to the community space at the Historic Office Building at 2201 Bayshore Boulevard. As part of the development agreement, Baylands Development Incorporated has agreed to make a floor of the office building available for community use rent-free for at least fifteen years. Currently, the City and a group of residents are working to identify a community organization that could serve as a master tenant, and provide community services while also allowing other stakeholders and residents to use the space for events, classes, and programming.

As noted above, construction of the Executive Park and Baylands North (Schlage Lock) development projects have proceeded more slowly than anticipated, resulting in a delay in the availability of impact fees. While this delay is unfortunate given the severe housing shortage in the city and region, it has allowed City staff to work with the community on developing a strong list of priority projects for implementation and to advance planning, design, and implementation for a few priority projects. In addition, the City has been successful in securing alternative funding sources for the priority projects.

VISITACION AVENUE MCLAREN PARK CONNECTOR

New sidewalks, bicycle safety improvements, and traffic calming measures are proposed for Visitacion Avenue. The Recreation and Parks Department is conducting community engagement and seeking additional funding.

HERZ PLAYGROUND RENOVATION

The project completely renovated the toddler and school-aged children's playground. The renovation included new play structures and surfacing, new benches, fencing, landscaping, pathways, and picnic tables.

Project Status and Delivery:

Project is completed and opened to the public in September 2023.

IPIC Fees Received:

\$300,000

HERZ PLAYGROUND NEW RECREATION CENTER

This project is being delivered through a partnership agreement with Sunnydale Infrastructure LLC. Sunnydale Infrastructure LLC is a partnership between Mercy Housing California and Related California that is implementing the

large-scale, multi-phased development program Sunnydale HOPE SF. The scope includes constructing a new recreation center featuring an indoor basketball court, bleachers, multi-purpose room, restrooms, and staff spaces. Exterior improvements include removing hazardous trees, installing new adult exercise equipment, and constructing bicycle and pedestrian path connections and picnic areas.

BLANKEN UNDERPASS ART MURAL

The installation of art murals on Blanken Avenue in the Route 101 underpass was originally proposed for implementation utilizing impact fees, however, the District 10 Supervisor provided \$20,000 in add back funding for the project. While no impact fees were used for this project, it is described in this report since it was conceived by Visitacion Valley residents during the impact fee prioritization process starting in 2015. Project funding was distributed in early 2019 through an San Francisco Arts Commission artist grant to 1brush, a San Francisco non-profit that connects communities and artists for the development of public art projects. The final design was approved by the San Francisco Arts Commission in August 2020. The Caltrans site is on hold until future maintenance costs and responsibilities can be identified. Community members are currently looking for an alternative location for the mural.

VISITACION AVENUE PEDESTRIAN AND BICYCLE SAFETY PROJECT

This project delivers improvements in four priority areas of McLaren Park to ensure safe recreation and access, maintain and build on natural character, protect natural resources, and clarify circulation routes. The project includes a new pedestrian trail on the east side of Visitacion Avenue, between Hahn Street and Visitacion Valley Middle School, adjacent to the new native plant garden and nature exploration areas. Design work is in process, and construction will be phased, beginning with tree work in Fall 2023-Winter 2024 and final trail improvements completing in spring 2025.

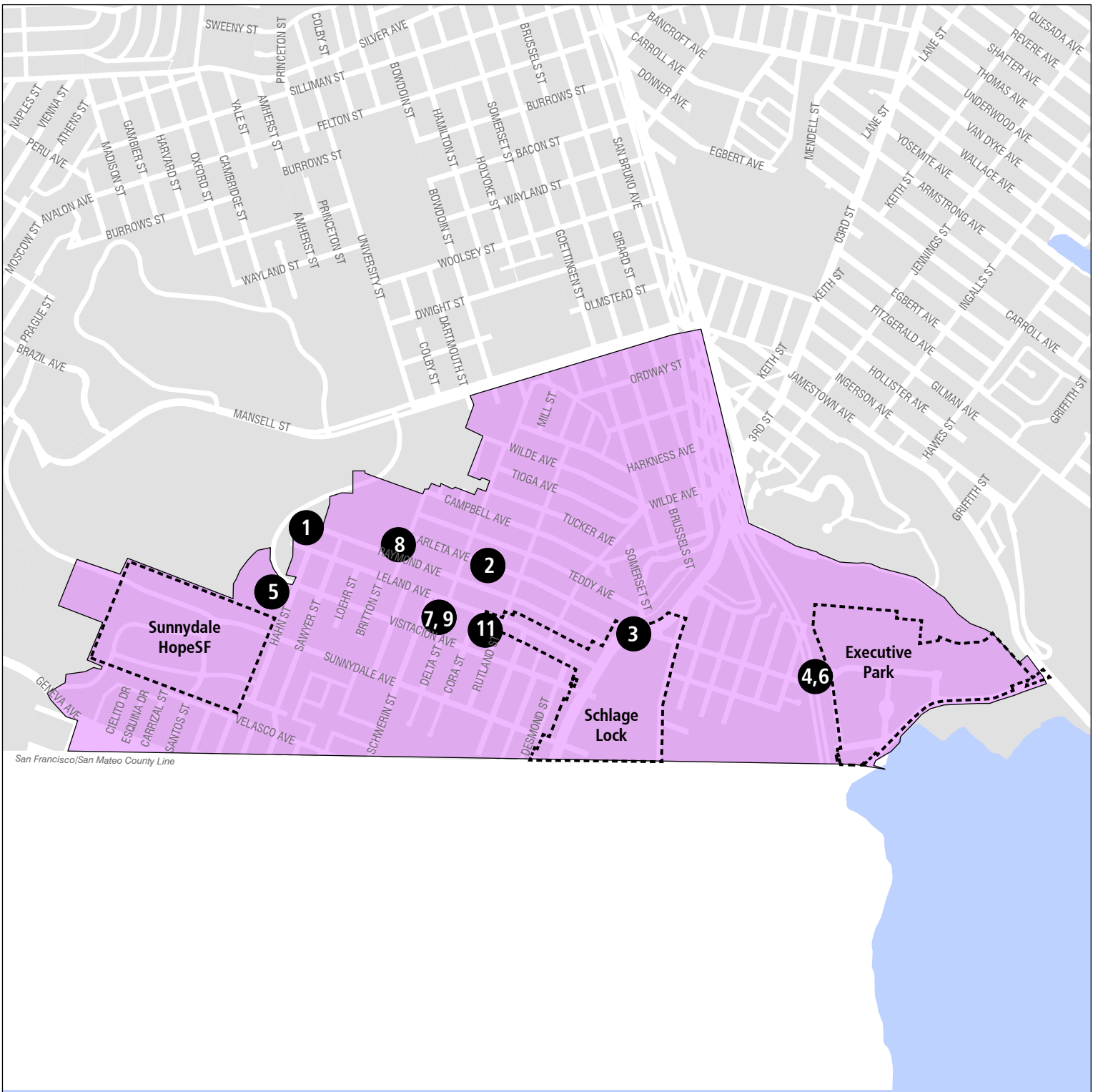
Project Origin:

McLaren Park Vision Plan (2018), SFMTA Visitacion Valley & Portola Community Based Transportation Plan

MCLAREN TRAILS PRIORITY IMPROVEMENTS PROJECT

This project delivers improvements in four priority areas of McLaren Park to ensure safe recreation and access, maintain and build on natural character, protect natural resources, and clarify circulation routes. Improvements are aligned with the Natural Resources Management Plan and follow the organizing framework and best practices previously approved in the 2017 McLaren Park Vision Plan. Design work will continue winter 2022-23, followed by construction. Construction will be phased to minimize disturbance of natural resources and impact on park users, and project completion is anticipated by spring 2024.

A new trail on the east side of Visitacion Avenue, between Hahn Street and Visitacion Valley Middle School is intended to improve safe access and connect local residents with open space. A Native Plant Garden and nature exploration area was installed south of the community garden in Winter-Spring 2022. Additional hazardous tree removals and installation of a pedestrian-only trail is scheduled for late 2022-early 2023.



VISITACION VALLEY PROJECTS

1. Visitation Avenue McLaren Park Connector (sidewalk and bike facility improvements)
2. Visitation Valley Greenway Mid-block crossings
3. Aleta Avenue Intersection Improvements
4. Blanken Underpass Illumination
5. Herz Playground Renovation
6. Blanken Underpass Art Mural
7. Visitation Valley Ballfield Renovation
8. Elliot Street Stair
9. Visitation Valley Playground Revovation
10. Bike Routes to Bay Trail and Candlestick Point
11. Leland and Cora Bulbout and Sidewalk Widening



VISITACION VALLEY

1. Visitacion Avenue Design Concept
2. Visitacion Valley Branch Library
3. New park at Schlage Lock rendering
4. Herz Playground
5. Herz Rec Center Rendering

Photo credits: (1-4) SF Planning; (5-6) RPD

Visitacion Valley

Transferred

Category	Item No.	Project / Line Item	Agency	Transferred
Transportation / Complete Street	2	Leland Avenue	DPW	\$ 7,000
Transportation / Complete Street	4	Pedestrian, Bicycle and Streetscape Enhancement Fund (DPW)	DPW	\$ 206,000
Recreation and Open Space	12	Rec and Open Space: Planning and Near Term Improvements Enhancemer RPD		\$ 310,000
Library	23	Vis Valley Library	LIB	\$ 1,328,000
Adminstration	28	Admin	DCP	\$ 114,000
Total				\$ 1,965,000

Ongoing Commitments

Category	Item No.	Project / Line Item	Agency	Appropriated Not Transferred	Programmed
Transportation / Complete Street	4	Pedestrian, Bicycle and Streetscape Enhancement Fund (DPW)	DPW	\$ 3,249,000	\$ -
Transportation / Complete Street	5	Pedestrian, Bicycle and Streetscape Enhancement Fund (MTA)	MTA	\$ 300,000	\$ -
Recreation and Open Space	12	Rec and Open Space: Planning and Near Term Improvements Enhancemer RPD	RPD	\$ 3,759,000	\$ -
Child Care	18	Child Care to H.S.A.	DEC	\$ 2,269,000	\$ -
Adminstration	28	Admin	DCP	\$ 497,000	\$ -
Total				\$ 10,074,000	\$ -

Projected Revenue through FY24 - FY29

\$	\$ 6,762,000
\$	\$ (3,312,000)

Revenue And Expenditure		THROUGH FY 23	FY 24 (CURRENT YEAR)	FY 25 (BUDGET YEAR 1)	FY 26 (BUDGET YEAR 2)	FY 27	FY 28	FY 29	FY 25 - FY 29	THROUGH FY 29	FY 30 - FY 34	THROUGH FY 34
Revenue Summary: Actuals Through FY22; Projected FY 23 and forward												
3	GENERAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4	TRANSPORTATION / TRANSIT	\$ 1,633,000	\$ 4,000	\$ -	\$ 48,000	\$ 3,000	\$ 25,000	\$ 37,000	\$ 113,000	\$ 1,750,000	\$ 221,000	\$ 1,971,000
5	COMPLETE STREETS	\$ 247,852	\$ -	\$ -	\$ 51,000	\$ -	\$ -	\$ -	\$ 51,000	\$ 298,852	\$ -	\$ 298,852
6	RECREATION AND OPEN SPACE	\$ 215,523	\$ 8,000	\$ -	\$ 39,000	\$ 6,000	\$ 22,000	\$ 37,000	\$ 104,000	\$ 327,523	\$ 174,000	\$ 501,523
9	CHILDCARE	\$ 134,702	\$ 4,000	\$ -	\$ 20,000	\$ 3,000	\$ 11,000	\$ 19,000	\$ 53,000	\$ 191,702	\$ 89,000	\$ 280,702
11	ADMIN	\$ 28,736	\$ 2,000	\$ -	\$ 7,000	\$ 1,000	\$ 4,000	\$ 6,000	\$ 18,000	\$ 48,736	\$ 30,000	\$ 78,736
12	Total	\$ 2,259,813	\$ 18,000	\$ -	\$ 165,000	\$ 13,000	\$ 62,000	\$ 99,000	\$ 339,000	\$ 2,616,813	\$ 514,000	\$ 3,130,813

Transportation / Transit

1	Revenue	\$ 1,633,000	\$ 4,000	\$ -	\$ 48,000	\$ 3,000	\$ 25,000	\$ 37,000	\$ 113,000	\$ 1,750,000	\$ 221,000	\$ 1,971,000
2	Expenditure	\$ 1,667,000	\$ 38,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,705,000	\$ -	\$ 1,705,000
3	Transit: Planning and Near-Term Improvements Enhancement Fund	MTA	Transferred	\$ 88,000					\$ -	\$ 88,000	\$ -	\$ 88,000
			Appropriated not Transferred	\$ -	\$ 38,000				\$ -	\$ 38,000	\$ -	\$ 38,000
			Programmed	\$ -					\$ -	\$ -	\$ -	\$ -
4	Plaza (In-Kind)	IN-KIND	Transferred	\$ 1,579,000				\$ -	\$ -	\$ 1,579,000	\$ -	\$ 1,579,000
			Appropriated not Transferred	\$ -					\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -					\$ -	\$ -	\$ -	\$ -
5	Category Balance Per Year	\$ (34,000)	\$ (34,000)	\$ -	\$ 48,000	\$ 3,000	\$ 25,000	\$ 37,000	\$ 113,000	\$ 45,000	\$ 221,000	\$ 266,000
6	Category Cumulative Balance Per Year	\$ (34,000)	\$ (68,000)	\$ (68,000)	\$ (20,000)	\$ (17,000)	\$ 8,000	\$ 45,000	\$ 45,000	\$ 45,000	\$ 266,000	\$ 266,000

Complete Streets

7	Revenue	\$ 247,852	\$ -	\$ -	\$ 51,000	\$ -	\$ -	\$ -			\$ -	\$ 298,852
8	Expenditure	\$ 294,000	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 344,000	\$ -	\$ 344,000
9	Pedestrian, Bicycle and Streetscape Enhancement Fund	DPW	Transferred	\$ 260,000					\$ -	\$ 260,000	\$ -	\$ 260,000
			Appropriated not Transferred	\$ 34,000					\$ -	\$ 34,000	\$ -	\$ 34,000
			Programmed	\$ -	\$ 50,000				\$ -	\$ 50,000	\$ -	\$ 50,000
10	Category Balance Per Year	\$ (46,148)	\$ (96,148)	\$ (96,148)	\$ (45,148)	\$ (45,148)	\$ (45,148)	\$ (45,148)	\$ 51,000	\$ (45,148)	\$ -	\$ (45,148)
11	Category Cumulative Balance Per Year	\$ (46,148)	\$ (96,148)	\$ (96,148)	\$ (45,148)	\$ (45,148)	\$ (45,148)	\$ (45,148)	\$ (45,148)	\$ (45,148)	\$ (45,148)	\$ (45,148)

Revenue And Expenditure

Recreation and Open Space

	THROUGH FY 23	FY 24 (CURRENT YEAR)	FY 25 (BUDGET YEAR 1)	FY 26 (BUDGET YEAR 2)	FY 27	FY 28	FY 29	FY 25 - FY 29	THROUGH FY 29	FY 30 - FY 34	THROUGH FY 34
12 Revenue	\$ 215,523	\$ 8,000	\$ -	\$ 39,000	\$ 6,000	\$ 22,000	\$ 37,000	\$ 104,000	\$ 327,523	\$ 174,000	\$ 501,523
13 Expenditure	\$ 237,000	\$ 27,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 264,000	\$ -	\$ 264,000
14 Recreation and Open Space: Planning and Near-Term Improvements Fund											
RPD											
Transferred	\$ 233,768							\$ -	\$ 233,768	\$ -	\$ 233,768
Appropriated not Transferred	\$ 3,232							\$ -	\$ 3,232	\$ -	\$ 3,232
Programmed	\$ -	\$ 27,000						\$ -	\$ 27,000	\$ -	\$ 27,000
15 Category Balance Per Year	\$ (21,477)	\$ (19,000)	\$ -	\$ 39,000	\$ 6,000	\$ 22,000	\$ 37,000	\$ 104,000	\$ 63,523	\$ 174,000	\$ 237,523
16 Category Cumulative Balance Per Year	\$ (21,477)	\$ (40,477)	\$ (40,477)	\$ (1,477)	\$ 4,523	\$ 26,523	\$ 63,523	\$ 63,523	\$ 63,523	\$ 237,523	\$ 237,523

Child Care

17 Revenue	\$ 134,702	\$ 4,000	\$ -	\$ 20,000	\$ 3,000	\$ 11,000	\$ 19,000	\$ 53,000	\$ 191,702	\$ 89,000	\$ 280,702
18 Expenditure	\$ 132,000	\$ 17,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 149,000	\$ -	\$ 149,000
19 OECE Child Care NOFA Program											
OECE											
Transferred	\$ 89,000						\$ -	\$ -	\$ 89,000	\$ -	\$ 89,000
Appropriated not Transferred	\$ 43,000							\$ -	\$ 43,000	\$ -	\$ 43,000
Programmed	\$ -	\$ 17,000						\$ -	\$ 17,000	\$ -	\$ 17,000
20 Category Balance Per Year	\$ 2,702	\$ (13,000)	\$ -	\$ 20,000	\$ 3,000	\$ 11,000	\$ 19,000	\$ 53,000	\$ 42,702	\$ 89,000	\$ 131,702
21 Category Cumulative Balance Per Year	\$ 2,702	\$ (10,298)	\$ (10,298)	\$ 9,702	\$ 12,702	\$ 23,702	\$ 42,702	\$ 42,702	\$ 42,702	\$ 131,702	\$ 131,702

Program Administration

22 Revenue	\$ 28,736	\$ 2,000	\$ -	\$ 7,000	\$ 1,000	\$ 4,000	\$ 6,000	\$ 18,000	\$ 48,736	\$ 30,000	\$ 78,736
23 Expenditure	\$ 10,045	\$ 23,955	\$ -	\$ -	\$ 6,000	\$ -	\$ -	\$ 6,000	\$ 40,000	\$ -	\$ 40,000
24 Admin											
DCP											
Transferred	\$ 10,045						\$ -	\$ -	\$ 10,045	\$ -	\$ 10,045
25 Admin Transfer to Programs											
Appropriated not Transferred	\$ -							\$ -	\$ -	\$ -	\$ -
Programmed	\$ -	\$ 23,955			\$ 6,000			\$ 6,000	\$ 29,955	\$ -	\$ 29,955
26 Category Balance Per Year	\$ 18,691	\$ (21,955)	\$ -	\$ 7,000	\$ (5,000)	\$ 4,000	\$ 6,000	\$ 12,000	\$ 8,736	\$ 30,000	\$ 38,736
27 Category Cumulative Balance Per Year	\$ 18,691	\$ (3,264)	\$ (3,264)	\$ 3,736	\$ (1,264)	\$ 2,736	\$ 8,736	\$ 8,736	\$ 8,736	\$ 38,736	\$ 38,736

RUNNING TOTALS

28 Revenue Totals	\$ 2,259,813	\$ 18,000	\$ -	\$ 165,000	\$ 13,000	\$ 62,000	\$ 99,000	\$ 339,000	\$ 2,616,813	\$ 514,000	\$ 3,130,813
29 Total Expenditures	\$ 2,340,045	\$ 155,955	\$ -	\$ -	\$ 6,000	\$ -	\$ -	\$ 6,000	\$ 2,502,000	\$ -	\$ 2,502,000
30 Annual Surplus (Deficit)	\$ (80,232)	\$ (137,955)	\$ -	\$ 165,000	\$ 7,000	\$ 62,000	\$ 99,000	\$ 333,000	\$ 114,813	\$ 514,000	\$ 628,813
31 Cumulate Suplus (Deficit)	\$ (80,232)	\$ (218,187)	\$ (218,187)	\$ (53,187)	\$ (46,187)	\$ 15,813	\$ 114,813	\$ 114,813	\$ 114,813	\$ 628,813	\$ 628,813

Revenue And Expenditure

Revenue Summary: Actuals FY22 and prior; Projected FY23 and Forward

	THROUGH FY 23	FY 24 (CURRENT YEAR)	FY 25 (BUDGET YEAR 1)	FY 26 (BUDGET YEAR 2)	FY 27	FY 28	FY 29	FY25 - FY 29	THROUGH FY29	FY30 - FY 34	THROUGH FY34
EN - Non-Soma											
HOUSING (Mission)	\$ 2,830,000	\$ 109,000	\$ -	\$ 434,000	\$ 194,000	\$ 6,000	\$ 775,000	\$ 1,409,000	\$ 4,348,000	\$ 50,000	\$ 4,398,000
TRANSPORTATION / TRANSIT	\$ 15,586,000	\$ 292,000	\$ 337,000	\$ 1,094,000	\$ 1,684,000	\$ 572,000	\$ 1,456,000	\$ 5,143,000	\$ 21,021,000	\$ 5,728,000	\$ 26,749,000
COMPLETE STREETS	\$ 16,139,000	\$ 261,000	\$ 399,000	\$ 1,167,000	\$ 1,598,000	\$ 654,000	\$ 1,714,000	\$ 5,532,000	\$ 21,932,000	\$ 6,624,000	\$ 28,556,000
RECREATION AND OPEN SPACE	\$ 25,896,000	\$ 188,000	\$ 383,000	\$ 929,000	\$ 1,059,000	\$ 924,000	\$ 2,059,000	\$ 5,354,000	\$ 31,438,000	\$ 9,667,000	\$ 41,105,000
CHILDCARE	\$ 3,622,000	\$ 29,000	\$ 58,000	\$ 142,000	\$ 177,000	\$ 128,000	\$ 283,000	\$ 788,000	\$ 4,439,000	\$ 1,312,000	\$ 5,751,000
ADMIN	\$ 3,184,000	\$ 46,000	\$ 62,000	\$ 205,000	\$ 255,000	\$ 105,000	\$ 317,000	\$ 944,000	\$ 4,174,000	\$ 1,064,000	\$ 5,238,000
Total	\$ 67,429,000	\$ 925,000	\$ 1,239,000	\$ 3,971,000	\$ 4,967,000	\$ 2,389,000	\$ 6,604,000	\$ 19,170,000	\$ 87,524,000	\$ 24,445,000	\$ 111,969,000

	THROUGH FY 23	FY 24 (CURRENT YEAR)	FY 25 (BUDGET YEAR 1)	FY 26 (BUDGET YEAR 2)	FY 27	FY 28	FY 29	FY25 - FY 29	THROUGH FY29	FY30 - FY 34	THROUGH FY34
--	---------------	----------------------	-----------------------	-----------------------	-------	-------	-------	--------------	--------------	--------------	--------------

Housing

Revenue	\$ 2,830,000	\$ 109,000	\$ -	\$ 434,000	\$ 194,000	\$ 6,000	\$ 775,000	\$ 1,409,000	\$ 4,705,000	\$ 50,000	\$ 4,755,000
Expenditure								\$ -	\$ -	\$ -	\$ -
3 Mission								\$ -	\$ 1,641,000	\$ -	\$ 1,641,000
Transferred	\$ 1,641,000							\$ -	\$ 1,641,000	\$ -	\$ 1,641,000
Appropriated not Transferred	\$ 1,546,000							\$ -	\$ 1,546,000	\$ -	\$ 1,546,000
Programmed	\$ -	\$ 109,000	\$ -	\$ 434,000	\$ 194,000	\$ 6,000	\$ 775,000	\$ 1,409,000	\$ 1,518,000	\$ -	\$ 1,518,000
Total	\$ 3,187,000	\$ 109,000	\$ -	\$ 434,000	\$ 194,000	\$ 6,000	\$ 775,000	\$ 1,409,000	\$ 4,705,000	\$ -	\$ 4,705,000
Expenditure Non-Soma	\$ 3,187,000	\$ 109,000	\$ -	\$ 434,000	\$ 194,000	\$ 6,000	\$ 775,000	\$ 1,409,000	\$ 4,705,000	\$ -	\$ 4,705,000
Category Balance Per Year - Non-Soma	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 50,000
Category Cummulative Balance Per Year - Non-Soma	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Revenue And Expenditure	THROUGH FY 23	FY 24 (CURRENT YEAR)	FY 25 (BUDGET YEAR 1)	FY 26 (BUDGET YEAR 2)	FY 27	FY 28	FY 29	FY25 - FY 29	THROUGH FY29	FY30 - FY 34	THROUGH FY34
-------------------------	---------------	----------------------	-----------------------	-----------------------	-------	-------	-------	--------------	--------------	--------------	--------------

Transportation / Transit											
--------------------------	--	--	--	--	--	--	--	--	--	--	--

Revenue Non-Soma			\$ 15,586,000	\$ 292,000	\$ 337,000	\$ 1,094,000	\$ 1,684,000	\$ 572,000	\$ 1,456,000	\$ 5,143,000	\$ 21,021,000	\$ 5,728,000	\$ 26,749,000	
Expenditure														
9	16th Street / 22-Fillmore Improvements	MTA	Transferred	\$ 20,930,237						\$ -	\$ 20,930,237	\$ -	\$ 20,930,237	
			Appropriated not Transferred	\$ 473,763						\$ -	\$ 473,763	\$ -	\$ 473,763	
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -	
			Total	\$ 21,404,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,404,000	\$ -	\$ 21,404,000	
12	22nd Street Green Connections	DPW	Transferred	\$ 150,000						\$ -	\$ 150,000	\$ -	\$ 150,000	
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -	
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -	
			Total	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,000	\$ -	\$ 150,000	
13	Potrero Avenue Streetscape *	DPW	Transferred	\$ 1,418,000						\$ -	\$ 1,418,000	\$ -	\$ 1,418,000	
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -	
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -	
			Total	\$ 1,418,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,418,000	\$ -	\$ 1,418,000	
14	Pedestrian, Bicycle, and Streetscape Enhancement Fund	DPW	Transferred	\$ 290,000						\$ -	\$ 290,000	\$ -	\$ 290,000	
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -	
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -	
			Total	\$ 290,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 290,000	\$ -	\$ 290,000	
15	Transit Enhancement Fund - Non-Soma	MTA	Transferred	\$ -						\$ -	\$ -	\$ -	\$ -	
			Appropriated not Transferred	\$ 170,000						\$ -	\$ 170,000	\$ -	\$ 170,000	
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -	
			Total	\$ 170,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 170,000	\$ -	\$ 170,000	
Expenditure Non-Soma				\$ 23,432,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,432,000	\$ -	\$ 23,432,000	
Category Balance Per Year - Non-Soma				\$ (7,846,000)	\$ 292,000	\$ 337,000	\$ 1,094,000	\$ 1,684,000	\$ 572,000	\$ 1,456,000	\$ 5,143,000	\$ (2,411,000)	\$ 5,728,000	\$ 3,317,000
Category Cumulative Balance Per Year - Non-Soma				\$ (7,846,000)	\$ (7,554,000)	\$ (7,217,000)	\$ (6,123,000)	\$ (4,439,000)	\$ (3,867,000)	\$ (2,411,000)	\$ (2,411,000)	\$ (2,411,000)	\$ 3,317,000	\$ 3,317,000

* this amount may be adjusted in the future due to potential savings which could then go to other projects

Revenue And Expenditure			THROUGH FY 23	FY 24 (CURRENT YEAR)	FY 25 (BUDGET YEAR 1)	FY 26 (BUDGET YEAR 2)	FY 27	FY 28	FY 29	FY25 - FY 29	THROUGH FY29	FY30 - FY 34	THROUGH FY34
Complete Streets													
Revenue Non-Soma			\$ 16,139,000	\$ 261,000	\$ 399,000	\$ 1,167,000	\$ 1,598,000	\$ 654,000	\$ 1,714,000	\$ 5,532,000	\$ 21,932,000	\$ 6,624,000	\$ 28,556,000
Expenditure													
22	22nd Street Green Connections	DPW	Transferred	\$ 3,000,000						\$ -	\$ 3,000,000	\$ -	\$ 3,000,000
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -
			Total	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ -	\$ 3,000,000
25	Bartlett Street / Mission Mercado	DPW	Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -
			Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
26	Central Waterfront Short Term Pedestrian Improvements	DPW	Transferred	\$ 183,000						\$ -	\$ 183,000	\$ -	\$ 183,000
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -
			Total	\$ 183,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 183,000	\$ -	\$ 183,000
27	Pedestrian, Bicycle, and Streetscape Enhancement Fund *	DPW	Transferred	\$ 2,939,000						\$ -	\$ 2,939,000	\$ -	\$ 2,939,000
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -
			Total	\$ 2,939,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,939,000	\$ -	\$ 2,939,000
28	Potrero Gateway (previously "The Loop")	DPW	Transferred	\$ 200,000						\$ -	\$ 200,000	\$ -	\$ 200,000
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -
			Total	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ -	\$ 200,000
29	Central Waterfront/Dogpatch , Showplace/Potrero Streetscape Project	DPW	Transferred	\$ 2,978,964						\$ -	\$ 2,978,964	\$ -	\$ 2,978,964
			Appropriated not Transferred	\$ 3,154,036						\$ -	\$ 3,154,036	\$ -	\$ 3,154,036
			Programmed	\$ -			\$ 2,777,000	\$ 475,000	\$ 63,000	\$ 3,315,000	\$ 3,315,000	\$ -	\$ 3,315,000
			Total	\$ 6,133,000	\$ -	\$ -	\$ 2,777,000	\$ 475,000	\$ 63,000	\$ 3,315,000	\$ 9,448,000	\$ -	\$ 9,448,000
29.1	Treat Plaza	DPW	Transferred	\$ 1,011,000						\$ -	\$ 1,011,000	\$ -	\$ 1,011,000
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -
			Total	\$ 1,011,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,011,000	\$ -	\$ 1,011,000
29.2	EN Complete Streets Unprogrammed	DPW	Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -		\$ -	\$ 4,094,000	\$ 4,249,895	\$ 1,124,145	\$ 9,468,040	\$ 9,468,040	\$ -	\$ 9,468,040
			Total	\$ -	\$ -	\$ -	\$ 4,094,000	\$ 4,249,895	\$ 1,124,145	\$ 9,468,040	\$ 9,468,040	\$ -	\$ 9,468,040
29.3	Mission Street Trees	DPW	Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -	\$ 60,000					\$ -	\$ 60,000	\$ -	\$ 60,000
			Total	\$ -	\$ 60,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60,000	\$ -	\$ 60,000
Expenditure Non-Soma			\$ 13,466,000	\$ 60,000	\$ -	\$ -	\$ 6,871,000	\$ 4,724,895	\$ 1,187,145	\$ 12,783,040	\$ 26,309,040	\$ -	\$ 26,309,040
Category Balance Per Year - Non-Soma			\$ 2,673,000	\$ 201,000	\$ 399,000	\$ 1,167,000	\$ (5,273,000)	\$ (4,070,895)	\$ 526,855	\$ (7,251,040)	\$ (4,377,040)	\$ 6,624,000	\$ 2,246,960
Category Cumulative Balance Per Year - Non-Soma			\$ 2,673,000	\$ 2,874,000	\$ 3,273,000	\$ 4,440,000	\$ (833,000)	\$ (4,903,895)	\$ (4,377,040)	\$ (4,377,040)	\$ (4,377,040)	\$ 2,246,960	\$ 2,246,960

* \$400K of \$1.639M in FY 18 proposed to go to Treat Plaza (previously proposed as \$989K - difference of \$300K made up by adding to individual Treat line item (no. 29.1)

* \$650K of \$1.639M in FY 18 proposed to go to funding gap for 22 Street

* \$300K of \$1.69M to go toward Minnesota Street

Revenue And Expenditure

Recreation and Open Space

			THROUGH FY 23	FY 24 (CURRENT YEAR)	FY 25 (BUDGET YEAR 1)	FY 26 (BUDGET YEAR 2)	FY 27	FY 28	FY 29	FY25 - FY 29	THROUGH FY29	FY30 - FY 34	THROUGH FY34
Revenue Non-Soma			\$ 25,896,000	\$ 188,000	\$ 383,000	\$ 929,000	\$ 1,059,000	\$ 924,000	\$ 2,059,000	\$ 5,354,000	\$ 31,438,000	\$ 9,667,000	\$ 41,105,000
Expenditure													
34	17th and Folsom Park	RPD	Transferred	\$ 3,160,000						\$ -	\$ 3,160,000	\$ -	\$ 3,160,000
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -
			Total	\$ 3,160,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,160,000	\$ -	\$ 3,160,000
36	Franklin Square Par-Course	RPD	Transferred	\$ 210,000						\$ -	\$ 210,000	\$ -	\$ 210,000
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -
			Total	\$ 210,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 210,000	\$ -	\$ 210,000
38	Potrero Recreation Center	RPD	Transferred	\$ 1,080,000						\$ -	\$ 1,080,000	\$ -	\$ 1,080,000
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -
			Total	\$ 1,080,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,080,000	\$ -	\$ 1,080,000
40	Mission Recreation Center*	RPD	Transferred	\$ 1,000,000						\$ -	\$ 1,000,000	\$ -	\$ 1,000,000
			Appropriated not Transferred	\$ 940,000						\$ -	\$ 940,000	\$ -	\$ 940,000
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -
			Total	\$ 1,940,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,940,000	\$ -	\$ 1,940,000
41	Jackson Playground*	RPD	Transferred	\$ 1,040,000						\$ -	\$ 1,040,000	\$ -	\$ 1,040,000
			Appropriated not Transferred	\$ 600,000						\$ -	\$ 600,000	\$ -	\$ 600,000
			Programmed	\$ -	\$ 599,623	\$ -	\$ -	\$ 5,760,377		\$ 5,760,377	\$ 6,360,000	\$ -	\$ 6,360,000
			Total	\$ 1,640,000	\$ 599,623	\$ -	\$ -	\$ 5,760,377	\$ -	\$ 5,760,377	\$ 8,000,000	\$ -	\$ 8,000,000
42	Garfield Square Aquatic Center	RPD	Transferred	\$ 8,738,000						\$ -	\$ 8,738,000	\$ -	\$ 8,738,000
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -
			Total	\$ 8,738,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,738,000	\$ -	\$ 8,738,000
43	Juri Commons	RPD	Transferred	\$ 1,000,000						\$ -	\$ 1,000,000	\$ -	\$ 1,000,000
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -
			Total	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ -	\$ 1,000,000
44	Jose Coronado Playground	RPD	Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -
			Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
46	Central Waterfront Recreation and Open Space**	RPD	Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Appropriated not Transferred	\$ 1,956,000						\$ -	\$ 1,956,000	\$ -	\$ 1,956,000
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -
			Total	\$ 1,956,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,956,000	\$ -	\$ 1,956,000
47	Esprit Park	RPD	Transferred	\$ 3,511,000						\$ -	\$ 3,511,000	\$ -	\$ 3,511,000
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -
			Total	\$ 3,511,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,511,000	\$ -	\$ 3,511,000

Revenue And Expenditure			THROUGH FY 23	FY 24 (CURRENT YEAR)	FY 25 (BUDGET YEAR 1)	FY 26 (BUDGET YEAR 2)	FY 27	FY 28	FY 29	FY25 - FY 29	THROUGH FY29	FY30 - FY 34	THROUGH FY34	
48	Potrero Gateway (previously "The Loop")	DPW	Transferred	\$ 1,250,000						\$ -	\$ 1,250,000	\$ -	\$ 1,250,000	
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -	
			Programmed	\$ -							\$ -	\$ -	\$ -	\$ -
			Total	\$ 1,250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,250,000	\$ -
49	Community Challenge Grant	ADMIN	Transferred	\$ 825,000						\$ -	\$ 825,000	\$ -	\$ 825,000	
			Appropriated not Transferred	\$ 600,000						\$ -	\$ 600,000	\$ -	\$ 600,000	
			Programmed	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ -	\$ 200,000
			Total	\$ 1,425,000	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,625,000	\$ -
50	Bond Planning and Implementation	RPD	Transferred	\$ -						\$ -	\$ -	\$ -	\$ -	
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -	
			Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,597,000	\$ 1,597,000	\$ 1,597,000	\$ -	\$ 1,597,000
			Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,597,000	\$ 1,597,000	\$ 1,597,000	\$ -	\$ 1,597,000
51	Daggett Park (In-Kind)	IN-KIND	Transferred	\$ 2,370,000						\$ -	\$ 2,370,000	\$ -	\$ 2,370,000	
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -	
			Programmed	\$ -							\$ -	\$ -	\$ -	\$ -
			Total	\$ 2,370,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,370,000	\$ -
52	Dogpatch Art Plaza (In-Kind)	IN-KIND	Transferred	\$ 850,000						\$ -	\$ 850,000	\$ -	\$ 850,000	
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -	
			Programmed	\$ -							\$ -	\$ -	\$ -	\$ -
			Total	\$ 850,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 850,000	\$ -
											\$ -	\$ -	\$ -	
Expenditure Non-Soma			\$ 29,130,000	\$ 799,623	\$ -	\$ -	\$ 5,760,377	\$ -	\$ 1,597,000	\$ 7,357,377	\$ 37,287,000	\$ -	\$ 37,287,000	
Category Balance Per Year - Non-Soma			\$ (3,234,000)	\$ (611,623)	\$ 383,000	\$ 929,000	\$ (4,701,377)	\$ 924,000	\$ 462,000	\$ (2,003,377)	\$ (5,849,000)	\$ 9,667,000	\$ 3,818,000	
Category Cummulative Balance Per Year - Non-Soma			\$ (3,234,000)	\$ (3,845,623)	\$ (3,462,623)	\$ (2,533,623)	\$ (7,235,000)	\$ (6,311,000)	\$ (5,849,000)	\$ (5,849,000)	\$ (5,849,000)	\$ 3,818,000	\$ 3,818,000	

* Funds in-hand for Mission Rec could be used for Jackson Playground cashflow needs; fund transfers for Jackson are to be prioritized over Mission Rec in the short term.

** Transfer of owned funds for Central Waterfront Recreation and Open Space are deprioritized given funding needs for other projects, specifically Jackson Park

Revenue And Expenditure			THROUGH FY 23	FY 24 (CURRENT YEAR)	FY 25 (BUDGET YEAR 1)	FY 26 (BUDGET YEAR 2)	FY 27	FY 28	FY 29	FY25 - FY 29	THROUGH FY29	FY30 - FY 34	THROUGH FY34	
Childcare														
Revenue Non-Soma			\$ 3,622,000	\$ 29,000	\$ 58,000	\$ 142,000	\$ 177,000	\$ 128,000	\$ 283,000	\$ 788,000	\$ 4,439,000	\$ 1,312,000	\$ 5,751,000	
Expenditure														
57	Child Care	OECE	Transferred	\$ 2,914,223						\$ -	\$ 2,914,223	\$ -	\$ 2,914,223	
			Appropriated not Transferred	\$ 236,600						\$ -	\$ 236,600	\$ -	\$ 236,600	
			Programmed	\$ -				\$ 75,177	\$ 1,000	\$ 76,177	\$ 76,177	\$ 136,231	\$ 212,408	
			Total	\$ 3,150,823	\$ -	\$ -	\$ -	\$ 75,177	\$ 1,000	\$ 76,177	\$ 3,227,000	\$ 136,231	\$ 3,363,230	
59	Potrero Launch Childcare Center (In-Kind)	IN-KIND	Transferred	\$ 1,916,000						\$ -	\$ 1,916,000	\$ -	\$ 1,916,000	
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -	
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -	
			Total	\$ 1,916,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,916,000	\$ -	\$ 1,916,000	
											\$ -	\$ 1,144,639		
											\$ -	#REF!		
Expenditure Non-Soma			\$ 5,066,823	\$ -	\$ -	\$ -	\$ -	\$ 75,177	\$ 1,000	\$ 76,177	\$ 5,143,000	\$ 136,231	\$ 5,279,230	
Category Balance Per Year - Non-Soma			\$ (1,444,823)	\$ 29,000	\$ 58,000	\$ 142,000	\$ 177,000	\$ 52,823	\$ 282,000	\$ 711,823	\$ (704,000)	\$ 1,175,769	\$ 471,770	
Category Cumulative Balance Per Year - Non-Soma			\$ (1,444,823)	\$ (1,415,823)	\$ (1,357,823)	\$ (1,215,823)	\$ (1,038,823)	\$ (986,000)	\$ (704,000)	\$ (704,000)	\$ (704,000)	\$ 471,770	\$ 471,770	

Program Administration														
Revenue Non-Soma			\$ 3,184,000	\$ 46,000	\$ 62,000	\$ 205,000	\$ 255,000	\$ 105,000	\$ 317,000	\$ 944,000	\$ 4,174,000	\$ 1,064,000	\$ 5,238,000	
											\$ -	\$ -		
											\$ -	\$ -		
Admin			Transferred	\$ 2,591,750						\$ -	\$ 2,591,750	\$ -	\$ 2,591,750	
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -	
			Programmed	\$ -	\$ 100,000	\$ 100,623	\$ 83,000	\$ -	\$ 176,968	\$ 176,282	\$ 536,874	\$ 636,874	\$ 176,968	
			Total	\$ 2,591,750	\$ 100,000	\$ 100,623	\$ 83,000	\$ -	\$ 176,968	\$ 176,282	\$ 536,874	\$ 3,228,624	\$ 176,968	
Admin Transfer to Programs - Non-Soma			Transferred	\$ -						\$ -	\$ -	\$ -	\$ -	
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -	
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -	
			Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Expenditure Non-Soma			\$ 2,591,750	\$ 100,000	\$ 100,623	\$ 83,000	\$ -	\$ 176,968	\$ 176,282	\$ 536,874	\$ 3,228,624	\$ 176,968	\$ 3,405,592	
Category Balance Per Year - Non-Soma			\$ 592,250	\$ (54,000)	\$ (38,623)	\$ 122,000	\$ 255,000	\$ (71,968)	\$ 140,718	\$ 407,126	\$ 945,376	\$ 887,032	\$ 1,832,408	
Category Cumulative Balance Per Year - Non-Soma			\$ 592,250	\$ 538,250	\$ 499,627	\$ 621,627	\$ 876,627	\$ 804,659	\$ 945,376	\$ 945,376	\$ 945,376	\$ 1,832,408	\$ 1,832,408	

			THROUGH FY 23	FY 24 (CURRENT YEAR)	FY 25 (BUDGET YEAR 1)	FY 26 (BUDGET YEAR 2)	FY 27	FY 28	FY 29	FY25 - FY 29	THROUGH FY29	FY30 - FY 34	THROUGH FY34
\$ 68	Revenue Totals		\$ 67,429,000	\$ 925,000	\$ 1,239,000	\$ 3,971,000	\$ 4,967,000	\$ 2,389,000	\$ 6,604,000	\$ 19,170,000	\$ 87,524,000	\$ 24,445,000	\$ 111,969,000
\$ 69	Total Expenditures		\$ 76,873,573	\$ 1,068,623	\$ 100,623	\$ 517,000	\$ 12,825,377	\$ 4,983,040	\$ 3,736,427	\$ 22,162,468	\$ 100,104,663	\$ 313,199	\$ 100,417,862
\$ 70	Annual Surplus (Deficit)		\$ (9,259,573)	\$ (143,623)	\$ 1,138,377	\$ 3,454,000	\$ (7,858,377)	\$ (2,594,040)	\$ 2,867,573	\$ (2,992,468)	\$ (12,395,663)	\$ 24,131,801	\$ 11,736,138
\$ 72	Cumulative Suplus (Deficit)		\$ (9,259,573)	\$ (9,403,196)	\$ (8,264,819)	\$ (4,810,819)	\$ (12,669,196)	\$ (15,263,236)	\$ (12,395,663)	\$ (12,395,663)	\$ (12,395,663)	\$ 11,736,138	\$ 11,736,138

Revenue And Expenditure		THROUGH FY 23	FY 24 CURRENT YEAR	FY 25 BUDGET YEAR 1	FY 26 BUDGET YEAR 2	FY 27	FY 28	FY 29	FY 25 - FY 29	THROUGH FY 29	FY 30 - FY 34	THROUGH FY 34
Revenue : Actuals FY21 and Prior -- Projected FY22 and Forward												
1	TRANSPORTATION / TRANSIT	\$ 12,653,682	\$ 55,120	\$ 23,320	\$ 532,650	\$ 1,170,770	\$ 818,850	\$ 6,986,990	\$ 9,532,580	\$ 22,241,382	\$ 7,731,000	\$ 29,972,382
2	COMPLETE STREETS	\$ 18,552,464	\$ 110,770	\$ 46,640	\$ 623,810	\$ 2,154,450	\$ 910,540	\$ 9,282,950	\$ 13,018,390	\$ 31,681,624	\$ 9,548,000	\$ 41,229,624
3	RECREATION AND OPEN SPACE	\$ 11,135,754	\$ 52,470	\$ 22,260	\$ 296,270	\$ 1,028,200	\$ 434,600	\$ 4,423,910	\$ 6,205,240	\$ 17,393,464	\$ 4,679,000	\$ 22,072,464
4	GREENING	\$ 4,065,843	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,065,843	\$ -	\$ 4,065,843
6	CHILDCARE	\$ 4,175,009	\$ 19,610	\$ 8,480	\$ 112,360	\$ 391,670	\$ 165,360	\$ 1,682,750	\$ 2,360,620	\$ 6,555,239	\$ 1,715,000	\$ 8,270,239
8	ADMIN	\$ 2,666,353	\$ 12,720	\$ 5,300	\$ 70,490	\$ 244,860	\$ 103,350	\$ 1,053,640	\$ 1,477,640	\$ 4,156,713	\$ 1,531,000	\$ 5,687,713
9	Total	\$ 53,350,325	\$ 250,690	\$ 106,000	\$ 1,635,580	\$ 4,989,950	\$ 2,432,700	\$ 23,430,240	\$ 32,594,470	\$ 86,195,485	\$ 25,204,000	\$ 111,399,485

Revenue And Expenditure

Transit

			THROUGH FY 23	FY 24 CURRENT YEAR	FY 25 BUDGET YEAR 1	FY 26 BUDGET YEAR 2	FY 27	FY 28	FY 29	FY 25 - FY 29	THROUGH FY 29	FY 30 - FY 34	THROUGH FY 34
1	Revenue		\$ 12,653,682	\$ 55,120	\$ 23,320	\$ 532,650	\$ 1,170,770	\$ 818,850	\$ 6,986,990	\$ 9,532,580	\$ 22,241,382	\$ 7,731,000	\$ 29,972,382
Expenditure													
2	Haight Two-way Transportation and Streetscape	MTA	Transferred	\$ 330,000						\$ -	\$ 330,000	\$ -	\$ 330,000
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -
			Total	\$ 330,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 330,000	\$ -	\$ 330,000
3	Muni Forward	MTA	Transferred	\$ 300,000						\$ -	\$ 300,000	\$ -	\$ 300,000
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -
			Total	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ 300,000
4	Light Rail Service Enhancement	MTA	Transferred	\$ 5,250,000						\$ -	\$ 5,250,000	\$ -	\$ 5,250,000
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -
			Total	\$ 5,250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,250,000	\$ -	\$ 5,250,000
5	Polk Street northbound bicycle improvements	MTA	Transferred	\$ 50,000						\$ -	\$ 50,000	\$ -	\$ 50,000
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -
			Total	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ -	\$ 50,000
6	Van Ness BRT - Van Ness and Mission Ped. improvements	MTA	Transferred	\$ 1,500,000						\$ -	\$ 1,500,000	\$ -	\$ 1,500,000
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -
			Total	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	\$ -	\$ 1,500,000

Revenue And Expenditure			THROUGH FY 23	FY 24 CURRENT YEAR	FY 25 BUDGET YEAR 1	FY 26 BUDGET YEAR 2	FY 27	FY 28	FY 29	FY 25 - FY 29	THROUGH FY 29	FY 30 - FY 34	THROUGH FY 34
7	Hub Transportation Improvements Study	DCP	Transferred	\$ 250,000						\$ -	\$ 250,000	\$ -	\$ 250,000
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -
			Total	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250,000	\$ -	\$ 250,000
8	Valencia Protected Bike Lanes*	MTA	Transferred	\$ 2,604,231						\$ -	\$ 2,604,231	\$ -	\$ 2,604,231
			Appropriated not Transferred	\$ 2,045,769						\$ -	\$ 2,045,769	\$ -	\$ 2,045,769
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -
			Total	\$ 4,650,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,650,000	\$ -	\$ 4,650,000
9	Western Addition CBTP Improvements	MTA	Transferred	\$ 725,000	\$ -	\$ -				\$ -	\$ 725,000	\$ -	\$ 725,000
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -
			Total	\$ 725,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 725,000	\$ -	\$ 725,000
10	HUB Transportation Improvements Fund	MTA	Transferred	\$ 304,000						\$ -	\$ 304,000	\$ -	\$ 304,000
			Appropriated not Transferred	\$ 5,515,860						\$ -	\$ 5,515,860	\$ -	\$ 5,515,860
			Programmed	\$ -		\$ -	\$ 3,888,140	\$ 1,866,000	\$ 2,000,000	\$ 7,754,140	\$ 7,754,140	\$ -	\$ 7,754,140
			Total	\$ 5,819,860	\$ -	\$ -	\$ 3,888,140	\$ 1,866,000	\$ 2,000,000	\$ 7,754,140	\$ 13,574,000	\$ -	\$ 13,574,000
10.1	Local Bus Transit Signal Priority (TSP)	MTA	Transferred	\$ 196,000						\$ -	\$ 196,000	\$ -	\$ 196,000
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -
			Total	\$ 196,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 196,000	\$ -	\$ 196,000
15	Expenditure Sub Total			\$ 19,070,860	\$ -	\$ -	\$ -	\$ 3,888,140	\$ 1,866,000	\$ 2,000,000	\$ 7,754,140	\$ 26,825,000	\$ 26,825,000
16	Category Annual Balance			\$ (6,417,178)	\$ 55,120	\$ 23,320	\$ 532,650	\$ (2,717,370)	\$ (1,047,150)	\$ 4,986,990	\$ 1,778,440	\$ (4,583,618)	\$ 7,731,000
17	Category Cumulative Balance			\$ (6,417,178)	\$ (6,362,058)	\$ (6,338,738)	\$ (5,806,088)	\$ (8,523,458)	\$ (9,570,608)	\$ (4,583,618)	\$ (4,583,618)	\$ (4,583,618)	\$ 3,147,382

* \$1,604,231 of Valencia Bike lane appropriated in FY22, transferred June 2023 to be used for 13th Street Bike Lanes

Revenue And Expenditure			THROUGH FY 23	FY 24 CURRENT YEAR	FY 25 BUDGET YEAR 1	FY 26 BUDGET YEAR 2	FY 27	FY 28	FY 29	FY 25 - FY 29	THROUGH FY 29	FY 30 - FY 34	THROUGH FY 34
Greening / Complete Streets													
18	Revenue		\$ 22,618,307	\$ 110,770	\$ 46,640	\$ 623,810	\$ 2,154,450	\$ 910,540	\$ 9,282,950	\$ 13,018,390	\$ 35,747,467	\$ 9,548,000	\$ 45,295,467
Expenditure													
19	Dolores and Market Intersection Improvements (In-kind)	IN-KIND	Transferred	\$ 513,000						\$ -	\$ 513,000	\$ -	\$ 513,000
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -
			Total	\$ 513,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 513,000	\$ -	\$ 513,000
20	Oak Plaza IKA	IN-KIND	Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -			\$ 2,180,893		\$ 2,180,893	\$ 2,180,893	\$ 2,180,893	\$ -	\$ 2,180,893
			Total	\$ -	\$ -	\$ -	\$ 2,180,893	\$ -	\$ -	\$ 2,180,893	\$ 2,180,893	\$ -	\$ 2,180,893
21	12th/Otis Plaza IKA (potential - 30 Otis)	IN-KIND	Transferred	\$ 3,000,000						\$ -	\$ 3,000,000	\$ -	\$ 3,000,000
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -
			Total	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ -	\$ 3,000,000
22	Gough Plaza IKA (potential - 33 Gough)	IN-KIND	Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -
			Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
23	Hayes Two-way	MTA	Transferred	\$ 49,000						\$ -	\$ 49,000	\$ -	\$ 49,000
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -
			Total	\$ 49,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 49,000	\$ -	\$ 49,000
24	Living Alleys Community Challenge Grants	DPW	Transferred	\$ 3,000,000						\$ -	\$ 3,000,000	\$ -	\$ 3,000,000
			Appropriated not Transferred	\$ 500,000						\$ -	\$ 500,000	\$ -	\$ 500,000
			Programmed	\$ -			\$ 500,000		\$ 500,000	\$ 500,000	\$ 500,000	\$ -	\$ 500,000
			Total	\$ 3,500,000	\$ -	\$ -	\$ 500,000	\$ -	\$ -	\$ 500,000	\$ 4,000,000	\$ -	\$ 4,000,000

Revenue And Expenditure			THROUGH FY 23	FY 24 CURRENT YEAR	FY 25 BUDGET YEAR 1	FY 26 BUDGET YEAR 2	FY 27	FY 28	FY 29	FY 25 - FY 29	THROUGH FY 29	FY 30 - FY 34	THROUGH FY 34	
24.1	Living Alleys Community Challenge Grants	ADM	Transferred	\$ 500,000						\$ -	\$ 500,000	\$ -	\$ 500,000	
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -	
			Programmed	\$ -							\$ -	\$ -	\$ -	\$ -
			Total	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ -
25	Better Market Street - Market from 10th to Octavia	DPW	Transferred	\$ 1,500,000						\$ -	\$ 1,500,000	\$ -	\$ 1,500,000	
			Appropriated not Transferred	\$ 500,000						\$ -	\$ 500,000	\$ -	\$ 500,000	
			Programmed	\$ -							\$ -	\$ -	\$ -	\$ -
			Total	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ -
26	Page Street Neighborway	DPW	Transferred	\$ -						\$ -	\$ -	\$ -	\$ -	
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -	
			Programmed	\$ -							\$ -	\$ -	\$ -	\$ -
			Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
26.1	Page Street Neighborway	MTA	Transferred	\$ 1,000,000						\$ -	\$ 1,000,000	\$ -	\$ 1,000,000	
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -	
			Programmed	\$ -							\$ -	\$ -	\$ -	\$ -
			Total	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ -
26.2	Page Street Neighborway	DCP	Transferred	\$ 250,000						\$ -	\$ 250,000	\$ -	\$ 250,000	
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -	
			Programmed	\$ -							\$ -	\$ -	\$ -	\$ -
			Total	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250,000	\$ -
27	Patricia's Green Rotating Art Project	ARTS	Transferred	\$ 360,000						\$ -	\$ 360,000	\$ -	\$ 360,000	
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -	
			Programmed	\$ -		\$ -	\$ 250,000	\$ 50,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ -	\$ 300,000	
			Total	\$ 360,000	\$ -	\$ -	\$ -	\$ 250,000	\$ 50,000	\$ -	\$ 300,000	\$ 660,000	\$ -	\$ 660,000
28	Market/Octavia Plazas Rotating Art Project	ARTS	Transferred	\$ 50,000						\$ -	\$ 50,000	\$ -	\$ 50,000	
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -	
			Programmed	\$ -							\$ -	\$ -	\$ -	\$ -
			Total	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ -
29	Pedestrian Improvements Franklin and Gough intersections	MTA	Transferred	\$ 250,000						\$ -	\$ 250,000	\$ -	\$ 250,000	
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -	
			Programmed	\$ -							\$ -	\$ -	\$ -	\$ -
			Total	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250,000	\$ -

Revenue And Expenditure			THROUGH FY 23	FY 24 CURRENT YEAR	FY 25 BUDGET YEAR 1	FY 26 BUDGET YEAR 2	FY 27	FY 28	FY 29	FY 25 - FY 29	THROUGH FY 29	FY 30 - FY 34	THROUGH FY 34
30	Upper Market Pedestrian Improvements	DPW	Transferred	\$ 2,088,157						\$ -	\$ 2,088,157	\$ -	\$ 2,088,157
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -
			Total	\$ 2,088,157	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,088,157	\$ -	\$ 2,088,157
30.1	Upper Market Pedestrian Improvements	MTA	Transferred	\$ 2,217,100						\$ -	\$ 2,217,100	\$ -	\$ 2,217,100
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -
			Total	\$ 2,217,100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,217,100	\$ -	\$ 2,217,100
31	Predevelopment - Upper Market Pedestrian Improvements	MTA	Transferred	\$ 50,000						\$ -	\$ 50,000	\$ -	\$ 50,000
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -
			Total	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ -	\$ 50,000
32	Re-establish Octavia Boulevard ROW with Hayward Park	DCP	Transferred	\$ 150,000						\$ -	\$ 150,000	\$ -	\$ 150,000
			Appropriated not Transferred	\$ 150,000						\$ -	\$ 150,000	\$ -	\$ 150,000
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -
			Total	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ 300,000
33	Sidewalk Greening Program	DPW	Transferred	\$ 700,000						\$ -	\$ 700,000	\$ -	\$ 700,000
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -		\$ -	\$ 500,000	\$ 100,000		\$ 600,000	\$ 600,000	\$ -	\$ 600,000
			Total	\$ 700,000	\$ -	\$ -	\$ 500,000	\$ 100,000	\$ -	\$ 600,000	\$ 1,300,000	\$ -	\$ 1,300,000
34	Streetscape Enhancement Fund	DPW	Transferred	\$ 2,350,000						\$ -	\$ 2,350,000	\$ -	\$ 2,350,000
			Appropriated not Transferred	\$ 2,000,000						\$ -	\$ 2,000,000	\$ -	\$ 2,000,000
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -
			Total	\$ 4,350,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,350,000	\$ -	\$ 4,350,000
34.1	Streetscape Enhancement Fund	MTA	Transferred	\$ 2,350,000						\$ -	\$ 2,350,000	\$ -	\$ 2,350,000
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -
			Total	\$ 2,350,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,350,000	\$ -	\$ 2,350,000
35	Koshland Park Access Improvements	MTA	Transferred	\$ 450,000						\$ -	\$ 450,000	\$ -	\$ 450,000
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -
			Total	\$ 450,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 450,000	\$ -	\$ 450,000

Revenue And Expenditure			THROUGH FY 23	FY 24 CURRENT YEAR	FY 25 BUDGET YEAR 1	FY 26 BUDGET YEAR 2	FY 27	FY 28	FY 29	FY 25 - FY 29	THROUGH FY 29	FY 30 - FY 34	THROUGH FY 34
36	Van Ness BRT - Van Ness and Mission ped.	MTA	Transferred	\$ 500,000						\$ -	\$ 500,000	\$ -	\$ 500,000
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -
			Total	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ -	\$ 500,000
37	Neighborhood Heritage Program	DCP	Transferred	\$ 50,000						\$ -	\$ 50,000	\$ -	\$ 50,000
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -
			Total	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ -	\$ 50,000
38	Octavia Boulevard Irrigation System	DPW	Transferred	\$ 100,000						\$ -	\$ 100,000	\$ -	\$ 100,000
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -
			Total	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ 100,000
39	HUB Public Realm Improvements Plan	DPW	Transferred	\$ 6,000,000						\$ -	\$ 6,000,000	\$ -	\$ 6,000,000
			Appropriated not Transferred	\$ 5,468,372						\$ -	\$ 5,468,372	\$ -	\$ 5,468,372
			Programmed	\$ -	\$ -	\$ -	\$ -	\$ 3,549,478	\$ 3,628,000	\$ 4,178,150	\$ 11,355,628	\$ 11,355,628	\$ 11,355,628
			Total	\$ 11,468,372	\$ -	\$ -	\$ -	\$ 3,549,478	\$ 3,628,000	\$ 4,178,150	\$ 11,355,628	\$ 22,824,000	\$ 22,824,000
39.2	13th Street	MTA	Transferred	\$ 175,000	\$ -					\$ -	\$ 175,000	\$ -	\$ 175,000
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -
			Total	\$ 175,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 175,000	\$ -	\$ 175,000
40	Expenditure Sub Total			\$ 36,270,629	\$ -	\$ -	\$ -	\$ 6,980,371	\$ 3,778,000	\$ 4,178,150	\$ 14,936,521	\$ 51,207,150	\$ 51,207,150
	checking work				\$ -	\$ -	\$ -	\$ 6,980,371	\$ 3,778,000	\$ 4,178,150			
41	Category Annual Balance			\$ 8,308,000	\$ 110,770	\$ 46,640	\$ 623,810	\$ (4,825,921)	\$ (2,867,460)	\$ 5,104,800	\$ (1,918,131)	\$ (15,459,683)	\$ 9,548,000
42	Category Cumulative Balance			\$ (13,652,322)	\$ (13,541,552)	\$ (13,494,912)	\$ (12,871,102)	\$ (17,697,023)	\$ (20,564,483)	\$ (15,459,683)	\$ (15,459,683)	\$ (15,459,683)	\$ (8,973,683)

Revenue And Expenditure THROUGH FY 23 FY 24 CURRENT YEAR FY 25 BUDGET YEAR 1 FY 26 BUDGET YEAR 2 FY 27 FY 28 FY 29 FY 25 - FY 29 THROUGH FY 29 FY 30 - FY 34 THROUGH FY 34

Recreation and Open Space

43 Revenue			\$ 11,135,754	\$ 52,470	\$ 22,260	\$ 296,270	\$ 1,028,200	\$ 434,600	\$ 4,423,910	\$ 6,205,240	\$ 17,393,464	\$ 4,679,000	\$ 22,072,464
Expenditure													
44	Hayward Park	RPD	Transferred	\$ 7,984,000						\$ -	\$ 7,984,000	\$ -	\$ 7,984,000
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -
			Total	\$ 7,984,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,984,000	\$ -	\$ 7,984,000
45	Brady Block Park - design	DCP	Transferred	\$ 200,000						\$ -	\$ 200,000	\$ -	\$ 200,000
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -
			Total	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ -	\$ 200,000
46	Community Challenge Grant	ADM	Transferred	\$ 100,000						\$ -	\$ 100,000	\$ -	\$ 100,000
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -
			Total	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ 100,000
47	Buchanan Street Mall	RPD	Transferred	\$ 3,615,000						\$ -	\$ 3,615,000	\$ -	\$ 3,615,000
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -	\$ 505,250				\$ -	\$ -	\$ 505,250	\$ (1)	\$ 505,250
			Total	\$ 3,615,000	\$ 505,250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,120,250	\$ (1)	\$ 4,120,250
48	HUB Open Space Improvements Fund	RPD	Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Appropriated not Transferred	\$ 498,810						\$ -	\$ 498,810	\$ -	\$ 498,810
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -
			Total	\$ 498,810	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 498,810	\$ -	\$ 498,810

Revenue And Expenditure			THROUGH FY 23	FY 24 CURRENT YEAR	FY 25 BUDGET YEAR 1	FY 26 BUDGET YEAR 2	FY 27	FY 28	FY 29	FY 25 - FY 29	THROUGH FY 29	FY 30 - FY 34	THROUGH FY 34	
48.25	11th and Notama	RPD	Transferred	\$ 1,000,000						\$ -	\$ 1,000,000	\$ -	\$ 1,000,000	
			Appropriated not Transferred	\$ 2,100,000						\$ -	\$ 2,100,000	\$ -	\$ 2,100,000	
			Programmed	\$ -	\$ -	\$ 505,250	\$ -	\$ -	\$ -	\$ 505,250	\$ 505,250	\$ (1)	\$ 505,250	
			Total	\$ 3,100,000	\$ -	\$ -	\$ 505,250	\$ -	\$ -	\$ 505,250	\$ 3,605,250	\$ (1)	\$ 3,605,250	
48.5	Civic Center	RPD	Transferred	\$ -						\$ -	\$ -	\$ -	\$ -	
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -	
			Programmed	\$ -		\$ -	\$ 2,213,845	\$ 310,500	\$ -	\$ 2,524,345	\$ 2,524,345	\$ (1)	\$ 2,524,345	
			Total	\$ -	\$ -	\$ -	\$ 2,213,845	\$ 310,500	\$ -	\$ 2,524,345	\$ 2,524,345	\$ (1)	\$ 2,524,345	
48.75	Koshland Park	RPD	Transferred	\$ -						\$ -	\$ -	\$ -	\$ -	
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -	
			Programmed	\$ -				\$ 2,000,000		\$ 2,000,000	\$ 2,000,000	\$ -	\$ 2,000,000	
			Total	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ -	\$ 2,000,000	\$ 2,000,000	\$ -	\$ 2,000,000	
48.9	Other Open Space	RPD	Transferred	\$ -						\$ -	\$ -	\$ -	\$ -	
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -	
			Programmed	\$ -			\$ 1,233,995	\$ 310,500	\$ 2,019,095	\$ 3,563,590	\$ 3,563,590	\$ (1)	\$ 3,563,590	
			Total	\$ -	\$ -	\$ -	\$ 1,233,995	\$ 310,500	\$ 2,019,095	\$ 3,563,590	\$ 3,563,590	\$ (1)	\$ 3,563,590	
49	Expenditure Sub Total			\$ 15,497,810	\$ 505,250	\$ -	\$ 505,250	\$ 3,447,840	\$ 2,621,000	\$ 2,019,095	\$ 8,593,185	\$ 24,596,245	\$ (2)	\$ 24,596,243
50	Category Annual Balance			\$ 3,831,000	\$ (452,780)	\$ 22,260	\$ (208,980)	\$ (2,419,640)	\$ (2,186,400)	\$ 2,404,815	\$ (2,387,945)	\$ (7,202,781)	\$ 4,679,002	\$ (2,523,779)
51	Category Cumulative Balance Per Year			\$ (4,362,056)	\$ (4,814,836)	\$ (4,792,576)	\$ (5,001,556)	\$ (7,421,196)	\$ (9,607,596)	\$ (7,202,781)	\$ (7,202,781)	\$ (7,202,781)	\$ (2,523,779)	\$ (2,523,779)

Revenue And Expenditure

		THROUGH FY 23	FY 24 CURRENT YEAR	FY 25 BUDGET YEAR 1	FY 26 BUDGET YEAR 2	FY 27	FY 28	FY 29	FY 25 - FY 29	THROUGH FY 29	FY 30 - FY 34	THROUGH FY 34
Child Care					\$ 1,233,995							
52	Revenue	\$ 4,175,009	\$ 19,610	\$ 8,480	\$ 112,360	\$ 391,670	\$ 165,360	\$ 1,682,750	\$ 2,360,620	\$ 6,555,239	\$ 1,715,000	\$ 8,270,239
Expenditure												
53	OECE Child Care NOFA Program		OECE									
	Transferred	\$ 1,273,000						\$ -	\$ -	\$ 1,273,000	\$ -	\$ 1,273,000
	Appropriated not Transferred	\$ 4,808,000						\$ -	\$ -	\$ 4,808,000	\$ -	\$ 4,808,000
	Programmed	\$ -	\$ -	\$ -	\$ -	\$ 2,136,000	\$ 316,000	\$ 751,000	\$ 3,203,000	\$ 3,203,000	\$ -	\$ 3,203,000
55	Expenditure Sub Total	\$ 6,081,000	\$ -	\$ -	\$ -	\$ 2,136,000	\$ 316,000	\$ 751,000	\$ 3,203,000	\$ 9,284,000	\$ -	\$ 9,284,000
56	Category Annual Balance	\$ (1,905,991)	\$ 19,610	\$ 8,480	\$ 112,360	\$ (1,744,330)	\$ (150,640)	\$ 931,750	\$ (842,380)	\$ (2,728,761)	\$ 1,715,000	\$ (1,013,761)
57	Category Cumulative Balance	\$ (1,905,991)	\$ (1,886,381)	\$ (1,877,901)	\$ (1,765,541)	\$ (3,509,871)	\$ (3,660,511)	\$ (2,728,761)	\$ (2,728,761)	\$ (2,728,761)	\$ (1,537,761)	\$ (1,537,761)
	Projections before Deferal and Discount	\$ (1,665,600)	\$ (1,516,000)	\$ (2,944,000)	\$ (2,921,200)	\$ (111,200)	\$ 72,800	\$ 808,800	\$ 808,800	\$ 808,800	\$ (4,600,200)	\$ (4,600,200)

Program Administration

58	Revenue	\$ 2,666,353	\$ 12,720	\$ 5,300	\$ 70,490	\$ 244,860	\$ 103,350	\$ 1,053,640	\$ 1,477,640	\$ 4,156,713	\$ 1,531,000	\$ 5,687,713
Expenditure												
59	Admin Fees											
	Transferred	\$ 1,095,098						\$ -	\$ -	\$ 1,095,098	\$ -	\$ 1,095,098
	Appropriated not Transferred	\$ 3,106,150						\$ -	\$ -	\$ 3,106,150	\$ -	\$ 3,106,150
	Programmed	\$ -				\$ 132,150		\$ 132,150	\$ 132,150	\$ 132,150	\$ -	\$ 132,150
	Total	\$ 4,201,248	\$ -	\$ -	\$ -	\$ 132,150	\$ -	\$ -	\$ 132,150	\$ 4,333,398	\$ -	\$ 4,333,398
60	Admin Fees Transferred back to Programs											
	Transferred	\$ 962,902						\$ -	\$ -	\$ 962,902	\$ -	\$ 962,902
	Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -	\$ -
	Programmed	\$ -						\$ -	\$ -	\$ -	\$ -	\$ -
	Total	\$ 962,902	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 962,902	\$ -	\$ 962,902
61	Expenditure Sub Total	\$ 5,182,850	\$ -	\$ -	\$ -	\$ 132,150	\$ -	\$ -	\$ 132,150	\$ 5,315,000	\$ -	\$ 5,315,000
62	Category Balance Per Year	\$ (2,516,497)	\$ 12,720	\$ 5,300	\$ 70,490	\$ 112,710	\$ 103,350	\$ 1,053,640	\$ 1,345,490	\$ (1,158,287)	\$ 1,531,000	\$ 372,713
63	Category Cumulative Balance Per Year	\$ (2,516,497)	\$ (2,503,777)	\$ (2,498,477)	\$ (2,427,987)	\$ (2,315,277)	\$ (2,211,927)	\$ (1,158,287)	\$ (1,158,287)	\$ (1,158,287)	\$ 372,713	\$ 372,713

Revenue : Actuals FY22 and Prior -- Projected FY23 and Forward

		THROUGH FY 23	FY 24 CURRENT YEAR	FY 25 BUDGET YEAR 1	FY 26 BUDGET YEAR 2	FY 27	FY 28	FY 29	FY 25 - FY 29	THROUGH FY 29	FY 30 - FY 34	THROUGH FY 34
64	Area Total Revenue	\$ 53,350,325	\$ 250,690	\$ 106,000	\$ 1,635,580	\$ 4,989,950	\$ 2,432,700	\$ 23,430,240	\$ 32,594,470	\$ 86,195,485	\$ 25,204,000	\$ 111,399,485
65	Area Total Expenditures	\$ 82,103,149	\$ 505,250	\$ -	\$ 505,250	\$ 16,584,501	\$ 8,581,000	\$ 8,948,245	\$ 34,618,996	\$ 117,227,395	\$ (2)	\$ 117,227,393
66	Area Annual Balance	\$ (28,752,824)	\$ (254,560)	\$ 106,000	\$ 1,130,330	\$ (11,594,551)	\$ (6,148,300)	\$ 14,481,995	\$ (2,024,526)	\$ (31,031,910)	\$ 25,204,002	\$ (5,827,908)
67	Area Cumulate Balance	\$ (28,752,824)	\$ (29,007,384)	\$ (28,901,384)	\$ (27,771,054)	\$ (39,365,605)	\$ (45,513,905)	\$ (31,031,910)	\$ (31,031,910)	\$ (31,031,910)	\$ (5,827,908)	\$ (5,827,908)

Revenue : Actuals FY18 and Prior -- Projected FY19 and Forward		THROUGH FY 23	FY 24 (CURRENT YEAR)	FY 25 (BUDGET YEAR 1)	FY 26 (BUDGET YEAR 2)	FY 27	FY 28	FY 29	FY 24 - FY29	THROUGH FY 29	FY 30 - FY 34	THROUGH FY 34
1	GENERAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2	COMPLETE STREETS	\$ 2,897,000	\$ -	\$ -	\$ -	\$ 133,560	\$ -	\$ 773,800	\$ 907,360	\$ 3,804,360	\$ 5,887,360	\$ 5,887,360
3	RECREATION AND OPEN SPACE	\$ 588,000	\$ -	\$ -	\$ -	\$ 27,030	\$ -	\$ 156,880	\$ 183,910	\$ 771,910	\$ 1,192,910	\$ 1,192,910
4	ADMIN	\$ 117,000	\$ -	\$ -	\$ -	\$ 8,480	\$ -	\$ 48,760	\$ 57,240	\$ 174,240	\$ 306,240	\$ 306,240
5	Total	\$ 3,602,000	\$ -	\$ -	\$ -	\$ 169,070	\$ -	\$ 979,440	\$ 1,148,510	\$ 4,750,510	\$ 7,386,510	\$ 7,386,510
	Cash Total	\$ 3,602,000	\$ -	\$ -	\$ -	\$ 169,070	\$ -	\$ 979,440	\$ 1,148,510	\$ 4,750,510	\$ 7,386,510	\$ 7,386,510

Expenditures: Appropriations FY19 and Prior - Planned FY20 and Forward		AGENCY	THROUGH FY 23	FY 24 (CURRENT YEAR)	FY 25 (BUDGET YEAR 1)	FY 26 (BUDGET YEAR 2)	FY 27	FY 28	FY 29	FY 24 - FY29	THROUGH FY 29	FY 30 - FY 34	THROUGH FY 34
6	Streetscape Priority 1 - Harrison Street and Fremont Street	DPW	\$ 12,565,000							\$ -	\$ 12,565,000	\$ 12,565,000	\$ 12,565,000
7	Streetscape / Public Realm Priority 2	DPW	\$ 705,000							\$ -	\$ 705,000	\$ 705,000	\$ 705,000
8	Guy Place Park- Design and Construct	RPD	\$ 4,836,000							\$ -	\$ 4,836,000	\$ 4,836,000	\$ 4,836,000
9	Program Administration	DCP	\$ 95,810							\$ -	\$ 2,605,000	\$ 2,605,000	\$ 2,605,000
10	Program Admin Transfer to Programs									\$ -	\$ 296,000	\$ 296,000	\$ 296,000
11	25% Transfer to SOMA Stabilization Fund	MOHCD	\$ 2,309,000							\$ -	\$ 2,309,000	\$ 2,309,000	\$ 2,309,000
12	Harrison Street (Partially between Essex and First North Side) (in-kind)	IN-KIND	\$ 626,000							\$ -	\$ 626,000	\$ 626,000	\$ 626,000
13	Ped Mid-block ped path between Folsom and Harrison near Fremont (In-Kind)	IN-KIND	\$ 573,000							\$ -	\$ 573,000	\$ 573,000	\$ 573,000
14	First Street and Harrison Street (In-Kind)	IN-KIND	\$ 1,110,000							\$ -	\$ 1,110,000	\$ 1,110,000	\$ 1,110,000

RUNNING TOTALS		THROUGH FY 23	FY 24 (CURRENT YEAR)	FY 25 (BUDGET YEAR 1)	FY 26 (BUDGET YEAR 2)	FY 27	FY 28	FY 29	FY 24 - FY29	THROUGH FY 29	FY 30 - FY 34	THROUGH FY 34
15	Revenue Totals	\$ 3,602,000	\$ -	\$ -	\$ -	\$ 169,070	\$ -	\$ 979,440	\$ 1,148,510	\$ 4,750,510	\$ 7,386,510	\$ 7,386,510
16	Total Expenditures	\$ 23,020,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,020,000	\$ 23,020,000	\$ 23,020,000
17	Annual Surplus (Deficit)	\$ (19,418,000)	\$ -	\$ -	\$ -	\$ 169,070	\$ -	\$ 979,440	\$ 1,148,510	\$ (18,269,490)	\$ (15,633,490)	\$ (15,633,490)
18	Cummulate Suplus (Deficit)	\$ (19,418,000)	\$ (19,418,000)	\$ (19,418,000)	\$ (19,418,000)	\$ (19,248,930)	\$ (19,248,930)	\$ (18,269,490)	\$ (18,269,490)	\$ (18,269,490)	\$ (17,923,490)	\$ (17,923,490)

Revenue And Expenditure	AGENCY	THROUGH FY 23	FY 24 (CURRENT YEAR)	FY 25 (BUDGET YEAR 1)	FY 26 (BUDGET YEAR 2)	FY 27	FY 28	FY 29	FY 25 - FY 29	THROUGH FY 29	FY 30 - FY 34	THROUGH FY 34
Revenue Summary: Actuals Through FY23; Projected FY 24 and forward												
HOUSING		\$ 5,772,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,772,000	\$ -	\$ 5,772,000
TRANSPORTATION / TRANSIT		\$ 11,842,000	\$ 432,000	\$ 2,000	\$ 224,000	\$ 1,687,000	\$ 151,000	\$ 11,647,000	\$ 13,711,000	\$ 25,985,000	\$ 40,813,000	\$ 66,798,000
COMPLETE STREETS		\$ 23,004,000	\$ 292,000	\$ 5,000	\$ 282,000	\$ 2,426,000	\$ 213,000	\$ 10,692,000	\$ 13,618,000	\$ 36,914,000	\$ 42,757,000	\$ 79,671,000
RECREATION AND OPEN SPACE		\$ 21,666,000	\$ 76,000	\$ 7,000	\$ 305,000	\$ 2,726,000	\$ 267,000	\$ 11,576,000	\$ 14,881,000	\$ 36,623,000	\$ 24,271,000	\$ 60,894,000
CHILDCARE		\$ 3,040,000	\$ 20,000	\$ 1,000	\$ 45,000	\$ 399,000	\$ 38,000	\$ 1,707,000	\$ 2,190,000	\$ 5,250,000	\$ 4,377,000	\$ 9,627,000
LIBRARY		\$ 149,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 149,000	\$ -	\$ 149,000
ADMIN		\$ 3,244,000	\$ 43,000	\$ 1,000	\$ 44,000	\$ 381,000	\$ 34,000	\$ 1,674,000	\$ 2,134,000	\$ 5,421,000	\$ 6,464,000	\$ 11,885,000
TOTAL		\$ 68,568,000	\$ 863,000	\$ 16,000	\$ 900,000	\$ 7,619,000	\$ 703,000	\$ 37,296,000	\$ 46,534,000	\$ 115,965,000	\$ 118,682,000	\$ 234,647,000

Central SoMa Fees	AGENCY	THROUGH FY 23	FY 24 (CURRENT YEAR)	FY 25 (BUDGET YEAR 1)	FY 26 (BUDGET YEAR 2)	FY 27	FY 28	FY 29	FY 25 - FY 29	THROUGH FY 29	FY 30 - FY 34	THROUGH FY 34
Central Soma Community Facilities Fee		\$ 670,000	\$ 61,000	\$ -	\$ 7,000	\$ 447,000	\$ -	\$ 1,753,000	\$ 2,207,000	\$ 2,938,000	\$ 5,931,000	\$ 8,869,000
Central Soma Infrastructure Fee		\$ 514,000	\$ 701,000	\$ -	\$ 85,000	\$ 134,000	\$ -	\$ 1,131,000	\$ 1,350,000	\$ 2,565,000	\$ 4,507,000	\$ 7,072,000
Infra to Transit		\$ 449,750	\$ 613,375	\$ -	\$ 74,375	\$ 117,250	\$ -	\$ 989,625	\$ 1,181,250	\$ 2,244,375	\$ 3,943,625	\$ 6,188,000
Infra to Rec and Open Space		\$ 64,250	\$ 87,625	\$ -	\$ 10,625	\$ 16,750	\$ -	\$ 141,375	\$ 168,750	\$ 320,625	\$ 563,375	\$ 884,000

MELLO ROOS	AGENCY	THROUGH FY 23	FY 24 (CURRENT YEAR)	FY 25 (BUDGET YEAR 1)	FY 26 (BUDGET YEAR 2)	FY 27	FY 28	FY 29	FY 25 - FY 29	THROUGH FY 29	FY 30 - FY 34	THROUGH FY 34
HOUSING		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TRANSPORTATION / TRANSIT		\$ -	\$ -	\$ -	\$ -	\$ 27,170	\$ 108,680	\$ 102,410	\$ 238,260	\$ 238,260	\$ 101,091,210	\$ 101,329,470
COMPLETE STREETS		\$ -	\$ -	\$ -	\$ -	\$ 1,853	\$ 7,410	\$ 6,983	\$ 16,245	\$ 16,245	\$ 6,892,583	\$ 6,908,828
RECREATION AND OPEN SPACE		\$ -	\$ -	\$ -	\$ -	\$ 8,028	\$ 32,110	\$ 30,258	\$ 70,395	\$ 70,395	\$ 29,867,858	\$ 29,938,253
ENVIRONMENTAL AND SUSTAINABILITY		\$ -	\$ -	\$ -	\$ -	\$ 10,498	\$ 41,990	\$ 39,568	\$ 92,055	\$ 92,055	\$ 39,057,968	\$ 39,150,023
CULTURAL PRESERVATION AND COMMUNITY FACILITIES		\$ -	\$ -	\$ -	\$ -	\$ 12,968	\$ 51,870	\$ 48,878	\$ 113,715	\$ 113,715	\$ 48,248,078	\$ 48,361,793
CHILDCARE		\$ -	\$ -	\$ -	\$ -	\$ 1,235	\$ 4,940	\$ 4,655	\$ 10,830	\$ 10,830	\$ 4,595,055	\$ 4,605,885
ADMINISTRATION		\$ -	\$ -	\$ -	\$ -	\$ 3,250	\$ 13,000	\$ 12,250	\$ 28,500	\$ 28,500	\$ 12,092,250	\$ 12,120,750
Total Pay Go		\$ -	\$ -	\$ -	\$ -	\$ 65,000	\$ 260,000	\$ 245,000	\$ 570,000	\$ 570,000	\$ 3,285,000	\$ 3,855,000
Total Bond		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 238,560,000	\$ 238,560,000
TOTAL		\$ -	\$ -	\$ -	\$ -	\$ 65,000	\$ 260,000	\$ 245,000	\$ 570,000	\$ 570,000	\$ 241,845,000	\$ 242,415,000

1. Does not include projected special tax revenues from (i) Residential developments, (ii) Non-Residential developments subject to Prop M allocation that has not yet been approved, and (iii) Tier A development.
 2. First estimated bond issuance in FYE 2031 is secured by special tax revenues from developments estimated to receive TCOs in FYE 2026, 2027, and 2029. CFD Bond Proceeds based on estimated par amount of \$61.9 million. Second estimated bond issuance in FYE 2033 is secured by special tax revenues from developments estimated to receive TCOs in FYE 2031 and 2032. CFD Bond Proceeds based on estimated par amount of \$218.8 million. Bond Par and Proceeds amounts are based on certain assumptions regarding market conditions at the expected time of sale. The City may choose to bond against future special tax revenues.
 3. Estimated future bond issuances and pay-go are based on current development status of Conditioned Projects and timing estimates provided by Planning. Subject to change. CFD Bond Proceeds represent the maximum bonding capacity for each issuance, and Pay-Go Special Tax Revenues are net of estimated administrative expenses.

Revenue And Expenditure

AGENCY		THROUGH FY 23	FY 24 (CURRENT YEAR)	FY 25 (BUDGET YEAR 1)	FY 26 (BUDGET YEAR 2)	FY 27	FY 28	FY 29	FY 25 - FY 29	THROUGH FY 29	FY 30 - FY 34	THROUGH FY 34	
Transportation / Transit													
Revenue EN Impact Fee (Soma Only)		\$ 11,842,000	\$ 432,000	\$ 2,000	\$ 224,000	\$ 1,687,000	\$ 151,000	\$ 11,647,000	\$ 13,711,000	\$ 25,985,000	\$ 40,813,000	\$ 66,798,000	
Revenue: Soma Infrastructure Fee		\$ 449,750	\$ 613,375	\$ -	\$ 74,375	\$ 117,250	\$ -	\$ 989,625	\$ 1,181,250	\$ 2,244,375	\$ 3,943,625	\$ 6,188,000	
Revenue: Mello Roos		\$ -	\$ -	\$ -	\$ -	\$ 27,170	\$ 108,680	\$ 102,410	\$ 238,260	\$ 238,260	\$ 101,091,210	\$ 101,329,470	
TRANSIT SOMA REVENUE TOTAL		\$ 12,291,750	\$ 1,045,375	\$ 2,000	\$ 298,375	\$ 1,831,420	\$ 259,680	\$ 12,739,035	\$ 15,130,510	\$ 28,467,635	\$ 145,847,835	\$ 174,315,470	
											\$ -	\$ -	
10	2nd Street (OCT Removal)	DPW	Transferred	\$ 750,000					\$ -	\$ 750,000	\$ -	\$ 750,000	
			Appropriated not Transferred	\$ -					\$ -	\$ -	\$ -	\$ -	
			Programmed	\$ -					\$ -	\$ -	\$ -	\$ -	
			Total	\$ 750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 750,000	\$ -	\$ 750,000	
11	Folsom Street / Howard Street Improvements	DPW/MTA	Transferred	\$ 550,000					\$ -	\$ 550,000	\$ -	\$ 550,000	
			Appropriated not Transferred	\$ -					\$ -	\$ -	\$ -	\$ -	
			Programmed	\$ -					\$ -	\$ -	\$ -	\$ -	
			Total	\$ 550,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 550,000	\$ -	\$ 550,000	
14,1	Pedestrian, Bicycle, and Streetscape Enhancement Fund	DPW	Transferred	\$ -					\$ -	\$ -	\$ -	\$ -	
			Appropriated not Transferred	\$ -					\$ -	\$ -	\$ -	\$ -	
			Programmed	\$ -					\$ -	\$ -	\$ -	\$ -	
			Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
15.1	Transit Enhancement Fund - Soma	MTA	Transferred	\$ -					\$ -	\$ -	\$ -	\$ -	
			Appropriated not Transferred	\$ 156,000					\$ -	\$ 156,000	\$ -	\$ 156,000	
			Programmed	\$ -					\$ -	\$ -	\$ -	\$ -	
			Total	\$ 156,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 156,000	\$ -	\$ 156,000	
16	Ringold Alley Improvements (In-Kind)	In-Kind	Transferred	\$ 1,800,000					\$ -	\$ 1,800,000	\$ -	\$ 1,800,000	
			Appropriated not Transferred	\$ -					\$ -	\$ -	\$ -	\$ -	
			Programmed	\$ -					\$ -	\$ -	\$ -	\$ -	
			Total	\$ 1,800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,800,000	\$ -	\$ 1,800,000	
a	Local Transit Improvements	MTA	Transferred	\$ -					\$ -	\$ -	\$ -	\$ -	
			Appropriated not Transferred	\$ 9,069,000					\$ -	\$ 9,069,000	\$ -	\$ 9,069,000	
			Programmed	\$ -	\$ -	\$ -	\$ 17,150,375	\$ 255,000	\$ 33,856,024	\$ 51,261,399	\$ 51,261,399	\$ 3,680,431	\$ 54,941,830
			Total	\$ 9,069,000	\$ -	\$ -	\$ 17,150,375	\$ 255,000	\$ 33,856,024	\$ 51,261,399	\$ 60,330,399	\$ 3,680,431	\$ 64,010,830
b	Regional Transit Capacity Improvements		Transferred	\$ -					\$ -	\$ -	\$ -	\$ -	
			Appropriated not Transferred	\$ -					\$ -	\$ -	\$ -	\$ -	
			Programmed	\$ -	\$ -	\$ -	\$ 27,170	\$ 108,680	\$ 102,410	\$ 238,260	\$ 238,260	\$ 101,091,210	\$ 101,329,470
			Total	\$ -	\$ -	\$ -	\$ 27,170	\$ 108,680	\$ 102,410	\$ 238,260	\$ 238,260	\$ 101,091,210	\$ 101,329,470
Expenditure Soma		\$ 12,325,000	\$ -	\$ -	\$ -	\$ 17,177,545	\$ 363,680	\$ 33,958,434	\$ 51,499,659	\$ 63,824,659	\$ 104,771,641	\$ 168,596,300	
Category Balance Per Year - Soma		\$ (33,250)	\$ 1,045,375	\$ 2,000	\$ 298,375	\$ (15,346,125)	\$ (104,000)	\$ (21,219,399)	\$ (36,369,149)	\$ (35,357,024)	\$ 41,076,194	\$ 5,719,170	
Category Cumulative Balance Per Year - Soma		\$ (33,250)	\$ 1,012,125	\$ 1,014,125	\$ 1,312,500	\$ (14,033,625)	\$ (14,137,625)	\$ (35,357,024)	\$ (35,357,024)	\$ (35,357,024)	\$ 5,719,170	\$ 5,719,170	

* Line item C.1 amount from FY20 (\$100K) has been consolidated with line item "a"

Revenue And Expenditure		AGENCY	THROUGH FY 23	FY 24 (CURRENT YEAR)	FY 25 (BUDGET YEAR 1)	FY 26 (BUDGET YEAR 2)	FY 27	FY 28	FY 29	FY 25 - FY 29	THROUGH FY 29	FY 30 - FY 34	THROUGH FY 34
-------------------------	--	--------	---------------	----------------------	-----------------------	-----------------------	-------	-------	-------	---------------	---------------	---------------	---------------

Complete Streets

Revenue EN Impact Fee (Soma Only)			\$ 23,004,000	\$ 292,000	\$ 5,000	\$ 282,000	\$ 2,426,000	\$ 213,000	\$ 10,692,000	\$ 13,618,000	\$ 36,914,000	\$ 42,757,000	\$ 79,671,000
Revenue: Mello Roos			\$ -	\$ -	\$ -	\$ -	\$ 1,853	\$ 7,410	\$ 6,983	\$ 16,245	\$ 16,245	\$ 6,892,583	\$ 6,908,828
COMPLETE STREETS REVENUE TOTAL			\$ 23,004,000	\$ 292,000	\$ 5,000	\$ 282,000	\$ 2,427,853	\$ 220,410	\$ 10,698,983	\$ 13,634,245	\$ 36,930,245	\$ 49,649,583	\$ 86,579,828
21	Folsom Street / Howard Street Improvements	MTA	Transferred	\$ 17,292,000					\$ -	\$ -	\$ 17,292,000	\$ -	\$ 17,292,000
			Appropriated not Transferred	\$ 2,390,000					\$ -	\$ -	\$ 2,390,000	\$ -	\$ 2,390,000
			Programmed	\$ -					\$ -	\$ -	\$ -	\$ -	\$ -
			Total	\$ 19,682,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,682,000	\$ -	\$ 19,682,000
23	2nd Street Improvements	DPW	Transferred	\$ 4,812,000					\$ -	\$ -	\$ 4,812,000	\$ -	\$ 4,812,000
			Appropriated not Transferred	\$ -					\$ -	\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -					\$ -	\$ -	\$ -	\$ -	\$ -
			Total	\$ 4,812,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,812,000	\$ -	\$ 4,812,000
27.1	Pedestrian, Bicycle, and Streetscape Enhancement Fund *	DPW	Transferred	\$ -					\$ -	\$ -	\$ -	\$ -	\$ -
			Appropriated not Transferred	\$ 200,000					\$ -	\$ -	\$ 200,000	\$ -	\$ 200,000
			Programmed	\$ -					\$ -	\$ -	\$ -	\$ -	\$ -
			Total	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ -	\$ 200,000
e.1	5th and Brannan Intersection Improvements (598 Brannan)	IN-KIND	Transferred	\$ -					\$ -	\$ -	\$ -	\$ -	\$ -
			Appropriated not Transferred	\$ -					\$ -	\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -					\$ -	\$ -	\$ -	\$ -	\$ -
			Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
e.2	5th and Brannan Intersection Improvements (88 Bluxome)	IN-KIND	Transferred	\$ -					\$ -	\$ -	\$ -	\$ -	\$ -
			Appropriated not Transferred	\$ -					\$ -	\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
e.3	5th and Brannan Intersection Improvements (Flower Mart)	IN-KIND	Transferred	\$ -					\$ -	\$ -	\$ -	\$ -	\$ -
			Appropriated not Transferred	\$ -					\$ -	\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Revenue And Expenditure		AGENCY		THROUGH FY 23	FY 24 (CURRENT YEAR)	FY 25 (BUDGET YEAR 1)	FY 26 (BUDGET YEAR 2)	FY 27	FY 28	FY 29	FY 25 - FY 29	THROUGH FY 29	FY 30 - FY 34	THROUGH FY 34
g.1	Public Works Design, Plan, and Prioritization of SoMa Projects	DPW	Transferred	\$ -							\$ -	\$ -	\$ -	\$ -
			Appropriated not Transferred	\$ 100,000							\$ -	\$ 100,000	\$ -	\$ 100,000
			Programmed	\$ -								\$ -	\$ -	\$ -
			Total	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -
g.2	SoMa Street Improvement Projects	MTA	Transferred	\$ 160,000							\$ -	\$ 160,000	\$ -	\$ 160,000
			Appropriated not Transferred	\$ 8,889,750							\$ -	\$ 8,889,750	\$ -	\$ 8,889,750
			Programmed	\$ -			\$ -	\$ -	\$ 1,750,000	\$ 1,750,000	\$ 1,750,000	\$ 1,750,000	\$ 1,725,000	\$ 3,475,000
			Total	\$ 9,049,750	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,750,000	\$ 1,750,000	\$ 1,750,000	\$ 10,799,750	\$ 1,725,000
g.2.2	SoMa Street Improvement Projects	DPW / MTA*	Transferred	\$ -							\$ -	\$ -	\$ -	\$ -
			Appropriated not Transferred	\$ -							\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -			\$ -	\$ 6,581,232	\$ 7,043,370	\$ 17,073,482	\$ 30,698,084	\$ 30,698,084	\$ -	\$ 30,698,084
			Total	\$ -	\$ -	\$ -	\$ -	\$ 6,581,232	\$ 7,043,370	\$ 17,073,482	\$ 30,698,084	\$ 30,698,084	\$ -	\$ 30,698,084
g.3	Filipino District Gateway Marker	IN-KIND	Transferred	\$ -							\$ -	\$ -	\$ -	\$ -
			Appropriated not Transferred	\$ -							\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -			\$ -	\$ 300,000		\$ 300,000	\$ 300,000	\$ 300,000	\$ -	\$ 300,000
			Total	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ -	\$ 300,000	\$ 300,000	\$ -	\$ 300,000
Expenditure Soma				\$ 33,843,750	\$ -	\$ -	\$ -	\$ 6,881,232	\$ 7,043,370	\$ 18,823,482	\$ 32,748,084	\$ 66,591,834	\$ 1,725,000	\$ 68,316,834
Category Balance Per Year - Soma				\$ (10,839,750)	\$ 292,000	\$ 5,000	\$ 282,000	\$ (4,453,380)	\$ (6,822,960)	\$ (8,124,500)	\$ (19,113,839)	\$ (29,661,589)	\$ 47,924,583	\$ 18,262,994
Category Cummulative Balance Per Year - Soma				\$ (10,839,750)	\$ (10,547,750)	\$ (10,542,750)	\$ (10,260,750)	\$ (14,714,130)	\$ (21,537,090)	\$ (29,661,589)	\$ (29,661,589)	\$ (29,661,589)	\$ 18,262,994	\$ 18,262,994

* Agency with budget authority for this line item to be determined in later budget cycle

Revenue And Expenditure		AGENCY	THROUGH FY 23	FY 24 (CURRENT YEAR)	FY 25 (BUDGET YEAR 1)	FY 26 (BUDGET YEAR 2)	FY 27	FY 28	FY 29	FY 25 - FY 29	THROUGH FY 29	FY 30 - FY 34	THROUGH FY 34
Recreation and Open Space													
Revenue EN Impact Fee (Soma Only)			\$ 21,666,000	\$ 76,000	\$ 7,000	\$ 305,000	\$ 2,726,000	\$ 267,000	\$ 11,576,000	\$ 14,881,000	\$ 36,623,000	\$ 24,271,000	\$ 60,894,000
Revenue Soma Infra Fee			\$ 64,250	\$ 87,625	\$ -	\$ 10,625	\$ 16,750	\$ -	\$ 141,375	\$ 168,750	\$ 320,625	\$ 563,375	\$ 884,000
Revenue: Mello Roos			\$ -	\$ -	\$ -	\$ -	\$ 8,028	\$ 32,110	\$ 30,258	\$ 70,395	\$ 70,395	\$ 29,867,858	\$ 29,938,253
[Mello Roos revenue from Jan 2023 Report]				\$ -	\$ 19,760	\$ 5,146,863	\$ 6,810,408	\$ 4,075,500	\$ 4,075,500				
REC AND OPEN SPACE REVENUE TOTAL			\$ 21,730,250	\$ 163,625	\$ 7,000	\$ 315,625	\$ 2,750,778	\$ 299,110	\$ 11,747,633	\$ 15,120,145	\$ 37,014,020	\$ 54,702,233	\$ 91,716,253
Expenditure													
h	Gene Friend / Soma Recreation Center*	PRD	Transferred	\$ 22,000,000					\$ -	\$ 22,000,000	\$ -	\$ 22,000,000	
			Appropriated not Transferred	\$ 5,800,000					\$ -	\$ 5,800,000	\$ -	\$ 5,800,000	
			Programmed	\$ -					\$ -	\$ -	\$ -	\$ -	
			Total	\$ 27,800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 27,800,000	\$ -	\$ 27,800,000
45	11th Street Park (previously "New Parks in Soma")	RPD	Transferred	\$ 3,548,000					\$ -	\$ 3,548,000	\$ -	\$ 3,548,000	
			Appropriated not Transferred	\$ 4,962,000					\$ -	\$ 4,962,000	\$ -	\$ 4,962,000	
			Programmed	\$ -					\$ -	\$ -	\$ -	\$ -	
			Total	\$ 8,510,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,510,000	\$ -	\$ 8,510,000
45	New Park in SoMa	DCP	Transferred	\$ 300,000					\$ -	\$ 300,000	\$ -	\$ 300,000	
			Appropriated not Transferred	\$ -					\$ -	\$ -	\$ -	\$ -	
			Programmed	\$ -					\$ -	\$ -	\$ -	\$ -	
			Total	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ 300,000
53	Eagle Plaza (In-Kind)	IN-KIND	Transferred	\$ 1,500,000					\$ -	\$ 1,500,000	\$ -	\$ 1,500,000	
			Appropriated not Transferred	\$ -					\$ -	\$ -	\$ -	\$ -	
			Programmed	\$ -					\$ -	\$ -	\$ -	\$ -	
			Total	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	\$ -	\$ 1,500,000
i	Manalo Draves Park Programming	RPD	Transferred	\$ -					\$ -	\$ -	\$ -	\$ -	
			Appropriated not Transferred	\$ -					\$ -	\$ -	\$ -	\$ -	
			Programmed	\$ -					\$ -	\$ -	\$ -	\$ -	
			Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
j	Park at Welsh/Freelon/598 Brannan	IN-KIND	Transferred	\$ -					\$ -	\$ -	\$ -	\$ -	
			Appropriated not Transferred	\$ -					\$ -	\$ -	\$ -	\$ -	
			Programmed	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 38,500,000	\$ 38,500,000
			Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 38,500,000	\$ 38,500,000
k	88 Bluxome (Recreation Center above Aquatic Center)	RPD	Transferred	\$ -					\$ -	\$ -	\$ -	\$ -	
			Appropriated not Transferred	\$ -					\$ -	\$ -	\$ -	\$ -	
			Programmed	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000,000	\$ 10,000,000
			Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000,000	\$ 10,000,000
d	TSF Projects (Swap for In-Kind Credit)	MTA	Transferred	\$ -					\$ -	\$ -	\$ -	\$ -	
			Appropriated not Transferred	\$ -					\$ -	\$ -	\$ -	\$ -	
			Programmed	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,000,000	\$ 15,000,000
			Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,000,000	\$ 15,000,000
l	Park and Greenery	PRD	Transferred	\$ -					\$ -	\$ -	\$ -	\$ -	
			Appropriated not Transferred	\$ -					\$ -	\$ -	\$ -	\$ -	
			Programmed	\$ -					\$ -	\$ -	\$ -	\$ -	
			Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Revenue And Expenditure		AGENCY		THROUGH FY 23	FY 24 (CURRENT YEAR)	FY 25 (BUDGET YEAR 1)	FY 26 (BUDGET YEAR 2)	FY 27	FY 28	FY 29	FY 25 - FY 29	THROUGH FY 29	FY 30 - FY 34	THROUGH FY 34		
m	New large Park	RPD	Transferred	\$ -							\$ -	\$ -	\$ -	\$ -		
			Appropriated not Transferred	\$ -								\$ -	\$ -	\$ -	\$ -	
			Programmed	\$ -									\$ -	\$ -	\$ -	\$ -
			Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
n	New Bluxome Park	IN-KIND	Transferred	\$ -							\$ -	\$ -	\$ -	\$ -		
			Appropriated not Transferred	\$ -								\$ -	\$ -	\$ -	\$ -	
			Programmed	\$ -									\$ -	\$ -	\$ -	\$ -
			Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
o	7th and Mission Park	RPD	Transferred	\$ -							\$ -	\$ -	\$ -	\$ -		
			Appropriated not Transferred	\$ -								\$ -	\$ -	\$ -	\$ -	
			Programmed	\$ -									\$ -	\$ -	\$ -	\$ -
			Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
p	Under Freeway Recreation Area	[VARIOUS]	Transferred	\$ -							\$ -	\$ -	\$ -	\$ -		
			Appropriated not Transferred	\$ -								\$ -	\$ -	\$ -	\$ -	
			Programmed	\$ -									\$ -	\$ -	\$ -	\$ -
			Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bluxome Linear Park	In-Kind	Transferred	\$ -								\$ -	\$ -	\$ -	\$ -		
		Appropriated not Transferred	\$ -								\$ -	\$ -	\$ -	\$ -		
		Programmed	\$ -									\$ -	\$ -	\$ -	\$ -	
		Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Expenditure Soma				\$ 39,738,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 39,738,000	\$ 63,500,000	\$ 103,238,000		
Category Balance Per Year - Soma				\$ (18,007,750)	\$ 163,625	\$ 7,000	\$ 315,625	\$ 2,750,778	\$ 299,110	\$ 11,747,633	\$ 15,120,145	\$ (2,723,980)	\$ (8,797,768)	\$ (11,521,748)		
Category Cummulative Balance Per Year - Soma				\$ (18,007,750)	\$ (17,844,125)	\$ (17,837,125)	\$ (17,521,500)	\$ (14,770,723)	\$ (14,471,613)	\$ (2,723,980)	\$ (2,723,980)	\$ (2,723,980)	\$ (11,521,748)	\$ (11,521,748)		

*RPD plans to use existing funds for 11th / Natoma for Gene Friend on a short term basis

Revenue And Expenditure

AGENCY

THROUGH FY 23

FY 24 (CURRENT YEAR)

FY 25 (BUDGET YEAR 1)

FY 26 (BUDGET YEAR 2)

FY 27

FY 28

FY 29

FY 25 - FY 29

THROUGH FY 29

FY 30 - FY 34

THROUGH FY 34

Schools and Child Care

Revenue EN Impact Fee (Soma Only)			\$ 3,040,000	\$ 20,000	\$ 1,000	\$ 45,000	\$ 399,000	\$ 38,000	\$ 1,707,000	\$ 2,190,000	\$ 5,250,000	\$ 4,377,000	\$ 9,627,000	
Revenue: Mello Roos			\$ -	\$ -	\$ -	\$ -	\$ 1,235	\$ 4,940	\$ 4,655	\$ 10,830	\$ 10,830	\$ 4,595,055	\$ 4,605,885	
CHILD CARE REVENUE TOTAL			\$ 3,040,000	\$ 20,000	\$ 1,000	\$ 45,000	\$ 400,235	\$ 42,940	\$ 1,711,655	\$ 2,200,830	\$ 5,260,830	\$ 8,972,055	\$ 14,232,885	
58.2	Child Care	OECE	Transferred	\$ 1,213,178						\$ -	\$ 1,213,178	\$ -	\$ 1,213,178	
			Appropriated not Transferred	\$ 965,000						\$ -	\$ 965,000	\$ -	\$ 965,000	
			Programmed	\$ -	\$ 1,750,822	\$ -	\$ -	\$ 2,188,000	\$ 38,000	\$ 2,537,000	\$ 4,763,000	\$ 6,513,822	\$ 3,440,000	\$ 9,953,822
			Total	\$ 2,178,178	\$ 1,750,822	\$ -	\$ -	\$ 2,188,000	\$ 38,000	\$ 2,537,000	\$ 4,763,000	\$ 8,692,000	\$ 3,045,000	\$ 11,737,000
ad	Bessie Carmichael Supplemental Services		Transferred	\$ -						\$ -	\$ -	\$ -	\$ -	
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -	
			Programmed	\$ -	\$ -	\$ -	\$ -	\$ 1,235	\$ 4,940	\$ 4,655	\$ 10,830	\$ 10,830	\$ 4,595,055	\$ 4,605,885
			Total	\$ -	\$ -	\$ -	\$ -	\$ 1,235	\$ 4,940	\$ 4,655	\$ 10,830	\$ 10,830	\$ 4,595,055	\$ 4,605,885
Expenditure Soma			\$ 2,178,178	\$ 1,750,822	\$ -	\$ -	\$ 2,189,235	\$ 42,940	\$ 2,541,655	\$ 4,773,830	\$ 8,702,830	\$ 7,640,055	\$ 16,342,885	
Category Balance Per Year - Soma			\$ 861,822	\$ (1,730,822)	\$ 1,000	\$ 45,000	\$ (1,789,000)	\$ -	\$ (830,000)	\$ (2,573,000)	\$ (3,442,000)	\$ 1,332,000	\$ (2,110,000)	
Category Cumulative Balance Per Year - Soma				\$ (869,000)	\$ (868,000)	\$ (823,000)	\$ (2,612,000)	\$ (2,612,000)	\$ (3,442,000)	\$ (3,442,000)	\$ (3,442,000)	\$ (2,110,000)	\$ (2,110,000)	

Program Administration

Revenue EN Impact Fee (Soma Only)			\$ 3,244,000	\$ 43,000	\$ 1,000	\$ 44,000	\$ 381,000	\$ 34,000	\$ 1,674,000	\$ 2,134,000	\$ 5,421,000	\$ 6,464,000	\$ 11,885,000
Revenue: Mello Roos			\$ -	\$ -	\$ -	\$ -	\$ 3,250	\$ 13,000	\$ 12,250	\$ 28,500	\$ 28,500	\$ 12,092,250	\$ 12,120,750
ADMIN REVENUE TOTAL			\$ 3,244,000	\$ 43,000	\$ 1,000	\$ 44,000	\$ 384,250	\$ 47,000	\$ 1,686,250	\$ 2,162,500	\$ 5,449,500	\$ 18,556,250	\$ 24,005,750
	Admin - Soma	DCP	\$ 4,652,618	\$ 300,000			\$ 202,000	\$ 155,369	\$ 248,631	\$ 606,000	\$ 5,558,618	\$ 202,000	\$ 5,760,618
	Admin Transfer to Programs - Soma		\$ -								\$ -	\$ -	\$ -
Expenditure Soma			\$ 4,652,618	\$ 300,000	\$ -	\$ -	\$ 202,000	\$ 155,369	\$ 248,631	\$ 606,000	\$ 5,558,618	\$ 202,000	\$ 5,760,618
Category Balance Per Year - Soma			\$ (1,408,618)	\$ (257,000)	\$ 1,000	\$ 44,000	\$ 182,250	\$ (108,369)	\$ 1,437,619	\$ 1,556,500	\$ (109,118)	\$ 18,354,250	\$ 18,245,132
Category Cumulative Balance Per Year - Soma			\$ (1,408,618)	\$ (1,665,618)	\$ (1,664,618)	\$ (1,620,618)	\$ (1,438,368)	\$ (1,546,737)	\$ (109,118)	\$ (109,118)	\$ (109,118)	\$ 18,245,132	\$ 18,245,132

TOTAL BALANCES - Soma

			THROUGH FY 23	FY 24 (CURRENT YEAR)	FY 25 (BUDGET YEAR 1)	FY 26 (BUDGET YEAR 2)	FY 27	FY 28	FY 29	FY 25 - FY 29	THROUGH FY 29	FY 30 - FY 34	THROUGH FY 34
68	Revenue Totals		\$ 69,752,000	\$ 1,625,000	\$ 16,000	\$ 992,000	\$ 8,265,000	\$ 963,000	\$ 40,425,000	\$ 50,661,000	\$ 122,038,000	\$ 303,021,340	\$ 425,059,340
69	Total Expenditures		\$ 98,509,546	\$ 2,050,822	\$ -	\$ 7,000	\$ 26,920,478	\$ 7,699,219	\$ 57,880,648	\$ 92,507,345	\$ 193,067,713	\$ 209,855,475	\$ 402,923,188
70	Annual Surplus (Deficit)		\$ (28,757,546)	\$ (425,822)	\$ 16,000	\$ 985,001	\$ (18,655,478)	\$ (6,736,219)	\$ (17,455,648)	\$ (41,846,345)	\$ (71,029,713)	\$ 93,165,865	\$ 22,136,152
72	Cummulate Suplus (Deficit)		\$ (28,757,546)	\$ (29,183,368)	\$ (29,167,368)	\$ (28,182,368)	\$ (46,837,846)	\$ (53,574,065)	\$ (71,029,713)	\$ (71,029,713)	\$ (71,029,713)	\$ 22,136,152	\$ 22,136,152

Revenue And Expenditure		THROUGH FY 23	FY 24 (CURRENT YEAR)	FY 25 (BUDGET YEAR 1)	FY 26 (BUDGET YEAR 2)	FY 27	FY 28	FY 29	FY 24 - FY 29	THROUGH FY 29	FY 30 - FY 34	THROUGH FY 34
1	TRANSPORTATION / TRANSIT	\$ 60,376,606	\$ -	\$ -	\$ -	\$ 4,677,250	\$ -	\$ 6,638,250	\$ 11,315,500	\$ 71,692,106	\$ 46,222,000	\$ 117,914,106
2	In-Kind	\$ 27,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 27,500,000	\$ -	\$ 27,500,000
3	Cash	\$ 32,876,606	\$ -	\$ -	\$ -	\$ 4,677,250	\$ -	\$ 6,638,250	\$ 11,315,500	\$ 44,192,106	\$ 46,222,000	\$ 90,414,106
4	RECREATION AND OPEN SPACE	\$ 21,678,000	\$ -	\$ -	\$ -	\$ 1,648,830	\$ -	\$ 2,102,510	\$ 3,751,340	\$ 25,429,340	\$ 16,596,000	\$ 42,025,340
5	In-Kind	\$ 8,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,500,000	\$ -	\$ 8,500,000
6	Cash	\$ 13,178,000	\$ -	\$ -	\$ -	\$ 1,648,830	\$ -	\$ 2,102,510	\$ 3,751,340	\$ 16,929,340	\$ 16,596,000	\$ 33,525,340
3	Total	\$ 82,054,606	\$ -	\$ -	\$ -	\$ 6,326,080	\$ -	\$ 8,740,760	\$ 15,066,840	\$ 97,121,446	\$ 62,818,000	\$ 159,939,446

Transportation

1	Revenue			THROUGH FY 23	FY 24 (CURRENT YEAR)	FY 25 (BUDGET YEAR 1)	FY 26 (BUDGET YEAR 2)	FY 27	FY 28	FY 29	FY 24 - FY 29	THROUGH FY 29	FY 30 - FY 34	THROUGH FY 34
3	Transit Center Streetscape Plan - Project Management	DPW	Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4	Downtown Rail Extension Design Work	DPW	Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5	Streetscape Design and Construction (1)	DPW	Transferred	\$ 24,290,000	\$ -	\$ -	\$ -	\$ -	\$ 10,496,385	\$ -	\$ 10,496,385	\$ 34,786,385	\$ -	\$ 34,786,385
			Appropriated not Transferred	\$ 6,580,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,580,000	\$ -	\$ 6,580,000
			Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Total	\$ 30,870,000	\$ -	\$ -	\$ -	\$ -	\$ 10,496,385	\$ -	\$ 10,496,385	\$ 41,366,385	\$ -	\$ 41,366,385
6	Streetscape Design (Planning)	DCP	Transferred	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ 100,000
			Appropriated not Transferred	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ 100,000
			Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Total	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ -	\$ 200,000
7	Phase I DTX	TJPA	Transferred	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ -	\$ 2,000,000
			Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Total	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ -	\$ 2,000,000
8	Phase II DTX	TJPA	Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Appropriated not Transferred	\$ 16,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,000,000	\$ -	\$ 16,000,000
			Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Total	\$ 16,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,000,000	\$ -	\$ 16,000,000

Revenue And Expenditure			THROUGH FY 23	FY 24 (CURRENT YEAR)	FY 25 (BUDGET YEAR 1)	FY 26 (BUDGET YEAR 2)	FY 27	FY 28	FY 29	FY 24 - FY 29	THROUGH FY 29	FY 30 - FY 34	THROUGH FY 34
9	Railyard Realignment Study	DCP	Transferred	\$ 3,800,000	\$ -					\$ -	\$ 3,800,000	\$ -	\$ 3,800,000
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -
			Total	\$ 3,800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,800,000	\$ -	\$ 3,800,000
10	Admin (Planning)	DCP	Transferred	\$ 135,000	\$ -					\$ -	\$ 135,000	\$ -	\$ 135,000
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -
			Total	\$ 135,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 135,000	\$ -	\$ 135,000
11	Better Market Street	DPW	Transferred	\$ 2,000,000	\$ -					\$ -	\$ 2,000,000	\$ -	\$ 2,000,000
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -
			Total	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ -	\$ 2,000,000
12	SODA Streetscape	DPW	Transferred	\$ -	\$ -					\$ -	\$ -	\$ -	\$ -
			Appropriated not Transferred	\$ 8,500,000						\$ -	\$ 8,500,000	\$ -	\$ 8,500,000
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -
			Total	\$ 8,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,500,000	\$ -	\$ 8,500,000
12.05	2nd Street (1)	DPW	Transferred	\$ -	\$ -					\$ -	\$ -	\$ -	\$ -
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -
			Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
12.2	Congestion Charging Studies and Pilot	CTA	Transferred	\$ 470,000	\$ -					\$ -	\$ 470,000	\$ -	\$ 470,000
			Appropriated not Transferred	\$ 530,000						\$ -	\$ 530,000	\$ -	\$ 530,000
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -
			Total	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ -	\$ 1,000,000
12.3	BART Capacity Projects	BART	Transferred	\$ 170,129	\$ -					\$ -	\$ 170,129	\$ -	\$ 170,129
			Appropriated not Transferred	\$ 1,829,871	\$ (1,515,985)					\$ -	\$ 313,886	\$ -	\$ 313,886
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -
			Total	\$ 2,000,000	\$ (1,515,985)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 484,015	\$ -	\$ 484,015
12.5	Transit Delay Mitigation	MTA	Transferred	\$ -	\$ -					\$ -	\$ -	\$ -	\$ -
			Appropriated not Transferred	\$ 2,000,000	\$ (2,000,000)					\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -
			Total	\$ 2,000,000	\$ (2,000,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Revenue And Expenditure			THROUGH FY 23	FY 24 (CURRENT YEAR)	FY 25 (BUDGET YEAR 1)	FY 26 (BUDGET YEAR 2)	FY 27	FY 28	FY 29	FY 24 - FY 29	THROUGH FY 29	FY 30 - FY 34	THROUGH FY 34
12.75	Transit Delay Mitigation (Regional Transit)	[td]	Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -			\$ 1,600,000			\$ 1,600,000	\$ 1,600,000	\$ -	\$ 1,600,000
			Total	\$ -	\$ -	\$ -	\$ 1,600,000	\$ -	\$ -	\$ 1,600,000	\$ 1,600,000	\$ -	\$ 1,600,000
13	Mid-Block Crossings (In-Kind - Transit Tower)	IN-KIND	Transferred	\$ 1,000,000	\$ -				\$ -	\$ -	\$ 1,000,000	\$ -	\$ 1,000,000
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -
			Total	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ -	\$ 1,000,000
14	Natoma (In-Kind - Transit Tower)	IN-KIND	Transferred	\$ 11,000,000	\$ -				\$ -	\$ -	\$ 11,000,000	\$ -	\$ 11,000,000
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -
			Total	\$ 11,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,000,000	\$ -	\$ 11,000,000
15	Bus Boarding island on Mission Street (In-kind - Transit Tower)	IN-KIND	Transferred	\$ 500,000	\$ -				\$ -	\$ -	\$ 500,000	\$ -	\$ 500,000
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -
			Total	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ -	\$ 500,000
16	Transit Tower In-Kind Agreement	IN-KIND	Transferred	\$ 15,000,000	\$ -				\$ -	\$ -	\$ 15,000,000	\$ -	\$ 15,000,000
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -
			Total	\$ 15,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,000,000	\$ -	\$ 15,000,000
16.5	TMA Guidelines		Transferred	\$ -					\$ -	\$ -	\$ -	\$ -	\$ -
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -
			Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transportation Expenditure Sub Total				\$ 96,005,000	\$ (3,515,985)	\$ -	\$ -	\$ 1,600,000	\$ 10,496,385	\$ -	\$ 12,096,385	\$ 104,585,400	\$ 104,585,400
17	Category Balance Per Year			\$ (35,628,394)	\$ 3,515,985	\$ -	\$ -	\$ 3,077,250	\$ (10,496,385)	\$ 6,638,250	\$ (780,885)	\$ (32,893,294)	\$ 46,222,000
18	Category Cumulative Balance			\$ (35,628,394)	\$ (32,112,409)	\$ (32,112,409)	\$ (32,112,409)	\$ (29,035,159)	\$ (39,531,544)	\$ (32,893,294)	\$ (32,893,294)	\$ 13,328,706	\$ 13,328,706

Revenue And Expenditure THROUGH FY 23 FY 24 (CURRENT YEAR) FY 25 (BUDGET YEAR 1) FY 26 (BUDGET YEAR 2) FY 27 FY 28 FY 29 FY 24 - FY 29 THROUGH FY 29 FY 30 - FY 34 THROUGH FY 34

Recreation and Open Space

19	Revenue			\$ 21,678,000	\$ -	\$ -	\$ -	\$ 1,648,830	\$ -	\$ 2,102,510	\$ 3,751,340	\$ 25,429,340	\$ 16,596,000	\$ 42,025,340
Expenditure														
21	City Park (TJPA)	TJPA	Transferred	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ -	\$ 2,000,000
			Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Total	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ -	\$ 2,000,000
23	Improvements to Downtown/Chinatown Parks	RPD	Transferred	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	\$ -	\$ 1,500,000
			Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Total	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	\$ -	\$ 1,500,000
24	Central Subway Open Space	MTA	Transferred	\$ 7,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,000,000	\$ -	\$ 7,000,000
			Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Total	\$ 7,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,000,000	\$ -	\$ 7,000,000
25	Portsmouth Square improvements (RPD)	RPD	Transferred	\$ 365,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 365,000	\$ -	\$ 365,000
			Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Total	\$ 365,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 365,000	\$ -	\$ 365,000
26	Portsmouth Square improvements (Planning)	DCP	Transferred	\$ 283,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 283,000	\$ -	\$ 283,000
			Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Total	\$ 283,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 283,000	\$ -	\$ 283,000

Revenue And Expenditure			THROUGH FY 23	FY 24 (CURRENT YEAR)	FY 25 (BUDGET YEAR 1)	FY 26 (BUDGET YEAR 2)	FY 27	FY 28	FY 29	FY 24 - FY 29	THROUGH FY 29	FY 30 - FY 34	THROUGH FY 34
27	Guy Place Park	RPD	Transferred	\$ 1,525,000	\$ -					\$ -	\$ 1,525,000	\$ -	\$ 1,525,000
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -
			Total	\$ 1,525,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,525,000	\$ -	\$ 1,525,000
28	City Park (In-Kind - Transit Tower)	IN-KIND	Transferred	\$ 8,500,000	\$ -					\$ -	\$ 8,500,000	\$ -	\$ 8,500,000
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -
			Total	\$ 8,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,500,000	\$ -	\$ 8,500,000
29	2nd and Howard Park	[tbd]	Transferred										
			Appropriated not Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -
			Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
										\$ -	\$ -	\$ -	\$ -
	Rec and Open Space Expenditure Sub total			\$ 23,173,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,173,000	\$ -	\$ 23,173,000
29	Category Balance Per Year			\$ (1,495,000)	\$ -	\$ -	\$ -	\$ 1,648,830	\$ -	\$ 2,102,510	\$ 3,751,340	\$ 2,256,340	\$ 18,852,340
30	Category Cumulative Balance			\$ (1,495,000)	\$ (1,495,000)	\$ (1,495,000)	\$ (1,495,000)	\$ 153,830	\$ 153,830	\$ 2,256,340	\$ 2,256,340	\$ 2,256,340	\$ 18,852,340

Revenue : Actuals FY22 and Prior -- Projected FY23 and Forward			THROUGH FY 23	FY 24 (CURRENT YEAR)	FY 25 (BUDGET YEAR 1)	FY 26 (BUDGET YEAR 2)	FY 27	FY 28	FY 29	FY 24 - FY 29	THROUGH FY 29	FY 30 - FY 34	THROUGH FY 34
31	Revenue Totals		\$ 82,054,606	\$ -	\$ -	\$ -	\$ 6,326,080	\$ -	\$ 8,740,760	\$ 15,066,840	\$ 97,121,446	\$ 62,818,000	\$ 159,939,446
32	Total Expenditures		\$ 119,178,000	\$ (3,515,985)	\$ -	\$ -	\$ 1,600,000	\$ 10,496,385	\$ -	\$ 12,096,385	\$ 127,758,400	\$ -	\$ 127,758,400
33	Annual Surplus (Deficit)		\$ (37,123,394)	\$ 3,515,985	\$ -	\$ -	\$ 4,726,080	\$ (10,496,385)	\$ 8,740,760	\$ 2,970,455	\$ (30,636,954)	\$ 62,818,000	\$ 32,181,046
34	Cummulate Suplus (Deficit)		\$ (37,123,394)	\$ (33,607,409)	\$ (33,607,409)	\$ (33,607,409)	\$ (28,881,329)	\$ (39,377,714)	\$ (30,636,954)	\$ (30,636,954)	\$ (30,636,954)	\$ 32,181,046	\$ 32,181,046

Future Bond Isssuances (5)

Revenue	THROUGH FY 23	FY24 (Current Year)	FY25 (Budget Year 1)	FY26 (Budget Year 2)	FY27	FY28	FY29	FY25 - FY29	THROUGH FY29
TJPA CFD Bond Proceeds (1)	\$ 441,115,459	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 441,115,459
TJPA Pay-Go Special Tax Revenue (2)	\$ 16,733,172	\$ 2,217,106	\$ 2,241,591	\$ 2,281,095	\$ 2,315,189	\$ 2,347,376	\$ 2,388,439	\$ 11,573,689	\$ 30,523,967
TOTAL TJPA SHARE	\$ 457,848,631	\$ 2,217,106	\$ 2,241,591	\$ 2,281,095	\$ 2,315,189	\$ 2,347,376	\$ 2,388,439	\$ 11,573,689	\$ 471,639,426
Total City Bond Proceeds (3)	\$ 91,018,933	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 91,018,933
City Pay-Go Special Tax Revenue (4)	\$ 5,365,698	\$ 467,042	\$ 472,200	\$ 480,521	\$ 487,703	\$ 494,483	\$ 503,134	\$ 2,438,041	\$ 8,270,781
TOTAL CITY SHARE	\$ 96,384,631	\$ 467,042	\$ 472,200	\$ 480,521	\$ 487,703	\$ 494,483	\$ 503,134	\$ 2,438,041	\$ 99,289,714
TOTAL REVENUE	\$ 554,233,263	\$ 2,684,147	\$ 14	\$ 2,761,616	\$ 2,802,892	\$ 2,841,859	\$ 2,891,573	\$ 14,011,730	\$ 570,929,140

1 For FY2021-22, includes bond proceeds from the Special Tax Bonds, Series 2017B, 2019B, 2020B, and 2021B. For FY2022-23, includes bond proceeds from the Special Tax Bonds, Series 2022B.

2 For FY2021-22, includes \$11,620,000 appropriated to TJPA per Ordinance No. 177-21. Estimated for FY2022-23 and thereafter.

3 For FY2021-22, includes bond proceeds from the Special Tax Bonds, Series 2017A (DPW) and 2019A (DPW/REC/BART). For FY2022-23, includes bond proceeds from the Special Tax Bonds, Series 2022A (DPW/MTA/BART). Amounts are net of 0.2% CSA audit fee.

4 Includes \$880,000 allocated to the San Francisco County Transportation Authority for the Downtown Congestion Pricing Study Program. Estimated for FY2022-23 and thereafter.

5 Estimated future bond issuances and pay-go are based on current development status of Conditioned Projects and timing estimates provided by OCII and Planning. Subject to change.

CFD Bond Proceeds represent the maximum bonding capacity for each issuance, and Pay-Go Special Tax Revenues represent 10% debt service coverage required for Bonds less administrative expenses.

Expenditure	AGENCY	THROUGH FY 23	FY24 (Current Year)	FY25 (Budget Year 1)	FY26 (Budget Year 2)	FY27	FY28	FY29	FY25 - FY29	THROUGH FY29
TJPA Projects	TJPA	\$ 457,848,631	\$ 2,217,106	\$ 2,241,591	\$ 2,281,095	\$ 2,315,189	\$ 2,347,376	\$ 2,388,439	\$ 11,573,689	\$ 471,639,426
Transit Center Related Streetscape									\$ -	\$ -
2nd Street Infrastructure Improvements	PW	\$ 9,655,835							\$ -	\$ 9,655,835
Folsom Street Infrastructure Improvements	PW	\$ 4,500,000							\$ -	\$ 4,500,000
Transit Center Streetscape	PW	\$ 61,980,127							\$ -	\$ 61,980,127
TC Streetscape Total		\$ 76,135,962							\$ -	\$ 76,135,962
BART: Embarcadero & Montgomery Stations	BART	\$ 2,747,754							\$ -	\$ 2,747,754
Congestion Pricing Study	CTA	\$ 880,000							\$ -	\$ 880,000
Portsmouth Square	RPD	\$ 9,000,000							\$ -	\$ 9,000,000
Transit Delay Mitigation (New Buses)	MTA	\$ 3,050,284							\$ -	\$ 3,050,284
2nd / Howard Park	[tbd]									
Traffic Studies										
TOTAL EXPENDITURE		\$ 549,666,246	\$ 2,217,106	\$ 2,241,591	\$ 2,281,095	\$ 2,315,189	\$ 2,347,376	\$ 2,388,439	\$ 11,573,689	\$ 563,453,426

Annual Balance	\$ 4,571,393	\$ 467,042	\$ (2,241,577)	\$ 480,521	\$ 487,703	\$ 494,483	\$ 503,134	\$ 2,438,041	\$ 7,475,714
Cummulative Balance	\$ 4,571,393	\$ 5,038,434	\$ 2,796,857	\$ 3,277,378	\$ 3,765,082	\$ 4,259,565	\$ 4,762,699	\$ 4,762,699	\$ 4,762,699

Revenue Summary: Actuals FY22 and Prior; Projected FY23 and Forward

GENERAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TRANSIT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
COMPLETE STREETS	\$ 506,000	\$ -	\$ -	\$ -	\$ -	\$ 401,000	\$ -	\$ 1,934,000	\$ 2,335,000	\$ 2,841,000	\$ 2,773,000	\$ 5,614,000		
RECREATION AND OPEN SPACE	\$ 597,000	\$ -	\$ -	\$ -	\$ -	\$ 294,000	\$ -	\$ 1,418,000	\$ 1,712,000	\$ 2,309,000	\$ 2,033,000	\$ 4,342,000		
COMMUNITY FACILITIES	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
CHILDCARE	\$ 398,000	\$ -	\$ -	\$ -	\$ -	\$ 406,000	\$ -	\$ 1,785,000	\$ 2,191,000	\$ 2,589,000	\$ 1,727,000	\$ 4,316,000		
LIBRARY	\$ 309,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 309,000	\$ -	\$ 309,000		
ADMIN	\$ 76,000	\$ -	\$ -	\$ -	\$ -	\$ 97,000	\$ -	\$ 427,000	\$ 524,000	\$ 600,000	\$ 413,000	\$ 1,013,000		
Total (For IPIC)	\$ 1,886,000	\$ -	\$ -	\$ -	\$ -	\$ 1,198,000	\$ -	\$ 5,564,000	\$ 6,762,000	\$ 8,648,000	\$ 6,946,000	\$ 15,594,000		

GRAND TOTAL	\$ 1,886,000	\$ -	\$ -	\$ -	\$ -	\$ 1,198,000	\$ -	\$ 5,564,000	\$ 6,762,000	\$ 8,648,000	\$ 6,946,000	\$ 15,594,000
--------------------	---------------------	-------------	-------------	-------------	-------------	---------------------	-------------	---------------------	---------------------	---------------------	---------------------	----------------------

Expenditures: Appropriations FY19 and Prior - Planned FY20 and Forward	AGENCY	THROUGH FY 23	FY 24 (CURRENT YEAR)	FY 25 (BUDGET YEAR 1)	FY 26 (BUDGET YEAR 2)	FY 27	FY 28	FY 29	FY 25 - FY29	THROUGH FY 29	FY 30 - FY 34	THROUGH FY 34
--	--------	---------------	----------------------	-----------------------	-----------------------	-------	-------	-------	--------------	---------------	---------------	---------------

Transportation / Complete Streets

1 Revenue		\$ 506,000	\$ -	\$ -	\$ -	\$ 401,000	\$ -	\$ 1,934,000	\$ 2,335,000	\$ 2,841,000	\$ 2,773,000	\$ 5,614,000
------------------	--	-------------------	-------------	-------------	-------------	-------------------	-------------	---------------------	---------------------	---------------------	---------------------	---------------------

Expenditure

2	Leland Avenue (Phase II undergrounding)	DPW	Transferred	\$ 7,000				\$ -	\$ -	\$ 7,000	\$ -	\$ 7,000
			Appropriated not Transferred	\$ -				\$ -	\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -				\$ -	\$ -	\$ -	\$ -	\$ -
3	Green Connections - Sunnydale (or other) from Schage Lock to Sunnydale	DPW	Transferred	\$ -				\$ -	\$ -	\$ -	\$ -	\$ -
			Appropriated not Transferred	\$ -				\$ -	\$ -	\$ -	\$ -	\$ -
			Programmed	\$ -				\$ -	\$ -	\$ -	\$ -	\$ -
4	Pedestrian, Bicycle and Streetscape Enhancement Fund (DPW)	DPW	Transferred	\$ 206,000				\$ -	\$ -	\$ 206,000	\$ -	\$ 206,000
			Appropriated not Transferred	\$ 3,249,000				\$ -	\$ -	\$ 3,249,000	\$ -	\$ 3,249,000
			Programmed	\$ -				\$ -	\$ -	\$ -	\$ -	\$ -
5	Pedestrian, Bicycle and Streetscape Enhancement Fund (MTA)	MTA	Transferred	\$ -				\$ -	\$ -	\$ -	\$ -	\$ -
			Appropriated not Transferred	\$ 300,000				\$ -	\$ -	\$ 300,000	\$ -	\$ 300,000
			Programmed	\$ -				\$ -	\$ -	\$ -	\$ -	\$ -

7 Expenditure Sub Total		\$ 3,762,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,762,000	\$ -	\$ 3,762,000
--------------------------------	--	---------------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	---------------------	-------------	---------------------

8 Category Balance Per Year		\$ (3,256,000)	\$ -	\$ -	\$ -	\$ 401,000	\$ -	\$ 1,934,000	\$ 2,335,000	\$ (921,000)	\$ 2,773,000	\$ 1,852,000
------------------------------------	--	-----------------------	-------------	-------------	-------------	-------------------	-------------	---------------------	---------------------	---------------------	---------------------	---------------------

9 Category Cumulative Balance		\$ (3,256,000)	\$ (3,256,000)	\$ (3,256,000)	\$ (3,256,000)	\$ (2,855,000)	\$ (2,855,000)	\$ (921,000)	\$ (921,000)	\$ (921,000)	\$ 1,852,000	\$ 1,852,000
--------------------------------------	--	-----------------------	-----------------------	-----------------------	-----------------------	-----------------------	-----------------------	---------------------	---------------------	---------------------	---------------------	---------------------

Expenditures: Appropriations FY19 and Prior - Planned FY20 and Forward		AGENCY	THROUGH FY 23	FY 24 (CURRENT YEAR)	FY 25 (BUDGET YEAR 1)	FY 26 (BUDGET YEAR 2)	FY 27	FY 28	FY 29	FY 25 - FY29	THROUGH FY 29	FY 30 - FY 34	THROUGH FY 34
--	--	--------	---------------	----------------------	-----------------------	-----------------------	-------	-------	-------	--------------	---------------	---------------	---------------

Recreation and Open Space

10	Revenue		\$ 597,000	\$ -	\$ -	\$ -	\$ 294,000	\$ -	\$ 1,418,000	\$ 1,712,000	\$ 2,309,000	\$ 2,033,000	\$ 4,342,000
----	----------------	--	------------	------	------	------	------------	------	--------------	--------------	--------------	--------------	--------------

Expenditure

11	Bayview Park / Executive Park Trail	RPD	Transferred						\$ -				
			Appropriated not Transferred										
			Programmed										
12	Rec and Open Space: Planning and Near Term Improvements Enhancement Ft	RPD	Transferred	\$ 310,000					\$ -	\$ -	\$ 310,000	\$ -	\$ 310,000
			Appropriated not Transferred	\$ 3,759,000						\$ -	\$ 3,759,000	\$ -	\$ 3,759,000
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -

14	Expenditure Sub Total		\$ 4,069,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,069,000	\$ -	\$ 4,069,000
----	------------------------------	--	--------------	------	------	------	------	------	------	------	--------------	------	--------------

15	Category Balance Per Year		\$ (3,472,000)	\$ -	\$ -	\$ -	\$ 294,000	\$ -	\$ 1,418,000	\$ 1,712,000	\$ (1,760,000)	\$ 2,033,000	\$ 273,000
----	----------------------------------	--	----------------	------	------	------	------------	------	--------------	--------------	----------------	--------------	------------

16	Category Cumulative Balance		\$ (3,472,000)	\$ (3,472,000)	\$ (3,472,000)	\$ (3,472,000)	\$ (3,178,000)	\$ (3,178,000)	\$ (1,760,000)	\$ (1,760,000)	\$ (1,760,000)	\$ 273,000	\$ 273,000
----	------------------------------------	--	----------------	----------------	----------------	----------------	----------------	----------------	----------------	----------------	----------------	------------	------------

Child Care

17	Revenue		\$ 398,000	\$ -	\$ -	\$ -	\$ 406,000	\$ -	\$ 1,785,000	\$ 2,191,000	\$ 2,589,000	\$ 1,727,000	\$ 4,316,000
----	----------------	--	------------	------	------	------	------------	------	--------------	--------------	--------------	--------------	--------------

Expenditure

18	Child Care to H.S.A.		Transferred	\$ -						\$ -	\$ -	\$ -	\$ -
			Appropriated not Transferred	\$ 2,269,000						\$ -	\$ 2,269,000	\$ -	\$ 2,269,000
			Programmed	\$ -						\$ -	\$ -	\$ -	\$ -

19	Expenditure Sub Total		\$ 2,269,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,269,000	\$ -	\$ 2,269,000
----	------------------------------	--	--------------	------	------	------	------	------	------	------	--------------	------	--------------

20	Category Balance Per Year		\$ (1,871,000)	\$ -	\$ -	\$ -	\$ 406,000	\$ -	\$ 1,785,000	\$ 2,191,000	\$ 320,000	\$ 1,727,000	\$ 2,047,000
----	----------------------------------	--	----------------	------	------	------	------------	------	--------------	--------------	------------	--------------	--------------

21	Category Cumulative Balance		\$ (1,871,000)	\$ (1,871,000)	\$ (1,871,000)	\$ (1,871,000)	\$ (1,465,000)	\$ (1,465,000)	\$ 320,000	\$ 320,000	\$ 320,000	\$ 2,047,000	\$ 2,047,000
----	------------------------------------	--	----------------	----------------	----------------	----------------	----------------	----------------	------------	------------	------------	--------------	--------------

Expenditures: Appropriations FY19 and Prior - Planned FY20 and Forward		AGENCY	THROUGH FY 23	FY 24 (CURRENT YEAR)	FY 25 (BUDGET YEAR 1)	FY 26 (BUDGET YEAR 2)	FY 27	FY 28	FY 29	FY 25 - FY29	THROUGH FY 29	FY 30 - FY 34	THROUGH FY 34
Admin													
27	Revenue		\$ 76,000	\$ -	\$ -	\$ -	\$ 97,000	\$ -	\$ 427,000	\$ 524,000	\$ 600,000	\$ 413,000	\$ 1,013,000
Expenditure													
28	Admin	DCP											
		Transferred	\$ 114,000							\$ -	\$ 114,000	\$ -	\$ 114,000
		Appropriated not Transferred	\$ 497,000							\$ -	\$ 497,000	\$ -	\$ 497,000
		Programmed	\$ -							\$ -	\$ -	\$ -	\$ -
29	Admin Transfer to Programs												
30	Expenditure Sub Total		\$ 611,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 611,000	\$ -	\$ 611,000
31	Category Balance Per Year		\$ (535,000)	\$ -	\$ -	\$ -	\$ 97,000	\$ -	\$ 427,000	\$ 524,000	\$ (11,000)	\$ 413,000	\$ 402,000
32	Category Cumulative Balance Per Year		\$ (535,000)	\$ (535,000)	\$ (535,000)	\$ (535,000)	\$ (438,000)	\$ (438,000)	\$ (11,000)	\$ (11,000)	\$ (11,000)	\$ 402,000	\$ 402,000

RUNNING TOTALS			THROUGH FY 23	FY 24 (CURRENT YEAR)	FY 25 (BUDGET YEAR 1)	FY 26 (BUDGET YEAR 2)	FY 27	FY 28	FY 29	FY 25 - FY29	THROUGH FY 29	FY 30 - FY 34	THROUGH FY 34
33	Revenue Totals		\$ 1,886,000	\$ -	\$ -	\$ -	\$ 1,198,000	\$ -	\$ 5,564,000	\$ 6,762,000	\$ 8,648,000	\$ 6,946,000	\$ 15,594,000
34	Total Expenditures		\$ 12,039,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,039,000	\$ -	\$ 12,039,000
35	Annual Surplus (Deficit)		\$ (10,153,000)	\$ -	\$ -	\$ -	\$ 1,198,000	\$ -	\$ 5,564,000	\$ 6,762,000	\$ (3,391,000)	\$ 6,946,000	\$ 3,555,000
36	Cummulate Suplus (Deficit)		\$ (10,153,000)	\$ (10,153,000)	\$ (10,153,000)	\$ (10,153,000)	\$ (8,955,000)	\$ (8,955,000)	\$ (3,391,000)	\$ (3,391,000)	\$ (3,391,000)	\$ 3,555,000	\$ 3,555,000