

# INTERAGENCY PLAN IMPLEMENTATION COMMITTEE

ANNUAL REPORT JANUARY 2025



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Front cover photo credits (from upper left clockwise): Upper Better Market Street Rendering, DPW; 22 Fillmore Crosswalk Improvements, MTA; Esprit Park, DPW

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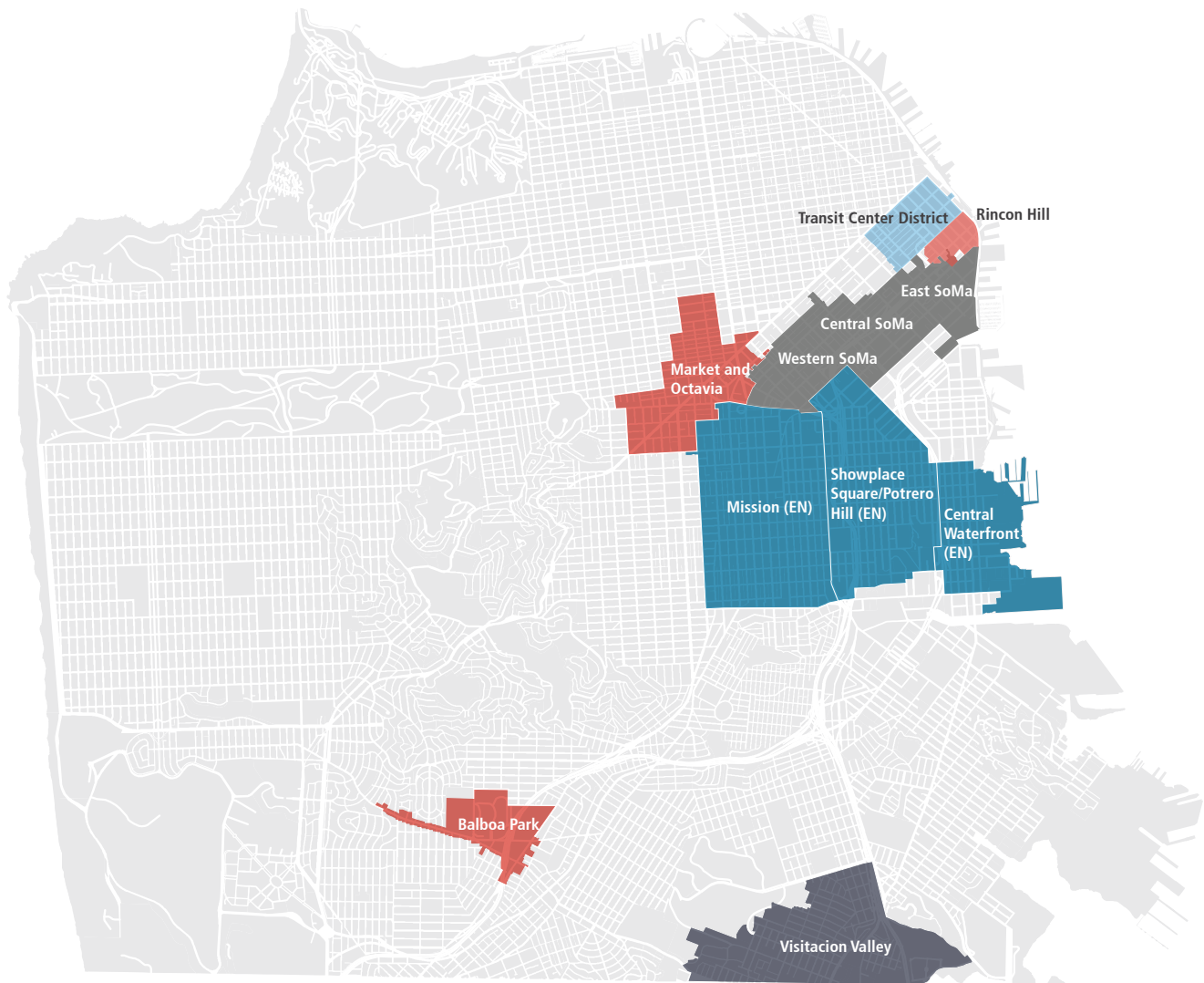
## INTRODUCTION

The Interagency Plan Implementation Committee (IPIC) was created in 2009 to coordinate the funding of infrastructure improvements identified in the adopted area plans where growth from new housing and jobs was being planned. 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 over the respective area plans' timelines.

To help implement the projects identified in the Area Plans, the City created geographically based impact fees to fund infrastructure projects and affordable housing that serve the Plans' new growth. Since 2009, the City has collected \$307.6 million dollars of infrastructure-related impact fees and expects to collect \$421 million over the next ten years, of which \$66 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 programs impact fee revenue to fund community improvements includes Eastern Neighborhoods (comprised of separate Area Plans, Mission, Central Waterfront, and Showplace Square / Potrero), Market and 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.



## CATEGORIES

In general, each Plan Area funds projects under the following five categories:

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

## OVERVIEW

The IPIC is chaired by the 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. IPIC is responsible for identifying capital projects within the Area Plans for implementation, recommending funding amounts for these projects, prioritize projects as revenue projections change, facilitating intra-departmental collaboration, coordinating with the Area Plans' Community Advisory Committees (CACs), and producing this annual report. 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 four years, revenue has come in more slowly than projected in the previous year. Through FY 24, 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 FY 24. While through the end of FY24, 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

Over the last two years, changes have been made to impact fees to help improve financial feasibility and jump start projects in the housing pipeline. These changes include citywide legislation passed in 2023, described below, as well as legislation in specific area plans which waive or remove impact fees or other development requirements. These legislative changes could mean more housing will be built in the near term benefiting the City's economy, it could also mean the City receives less impact fee revenue than anticipated when the area plans were adopted and thus less revenue to fund infrastructure projects and affordable housing. Although impact fees are an imperfect revenue source due to the unpredictability of revenue timing, the City has successfully generated approximately \$307 million since 2007. These funds have been instrumental in delivering substantial community improvements, including enhancements to parks, transit, streets, and childcare facilities.

In September 2023, 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) reinstated 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.

On July 23, 2024, Mayor Breed and Supervisor Dorsey introduced legislation that would amend the Planning Code and Zoning Map to remove commercial development requirements in the Central SoMa Special Use District and in the Transit Center plan area (Board File No. 240787). This legislation is part of a broader effort to increase flexibility in the Downtown core to support COVID-19 recovery. The proposed Ordinance ensures that the city is increasing zoning capacity to provide sufficient housing for the San Franciscans of today and tomorrow. By removing barriers, it

improves the feasibility of large projects while still allowing office development if market demand returns. Because impact fees are related to the use, if more housing is built than originally expected in 2019, the City could receive less impact fee revenue for infrastructure projects, but more housing and affordable housing. The Planning Commission recommended approval on November 7, 2024, and the legislation will be before the Board for their approval in 2025.

On September 10, 2024, Mayor Breed and Supervisor Dorsey introduced legislation that would create the 30 Van Ness Special Use District (Board File No. 240872). This Special Use District would waive the affordable housing requirement. The intent of the legislation is to improve the financial feasibility of the project and help to advance the project. The project began construction in 2020 but has since stalled. Since construction commenced, the project is ineligible to take advantage of the impact fee changes that were put in place in 2023. The project has paid 41M in impact fees to the city. The Planning Commission recommended approval on November 7, 2024, and the legislation will be before the Board of Supervisors for their approval in 2025.

On November 5, 2024, Mayor Breed and Supervisor Dorsey introduced legislation that would waive some Development Impact Fees in the Market and Octavia Plan area (Board File No. 241087). The legislation will be before the Planning Commission for their recommendation in early 2025.

### **Impact Fees and Capital Projects**

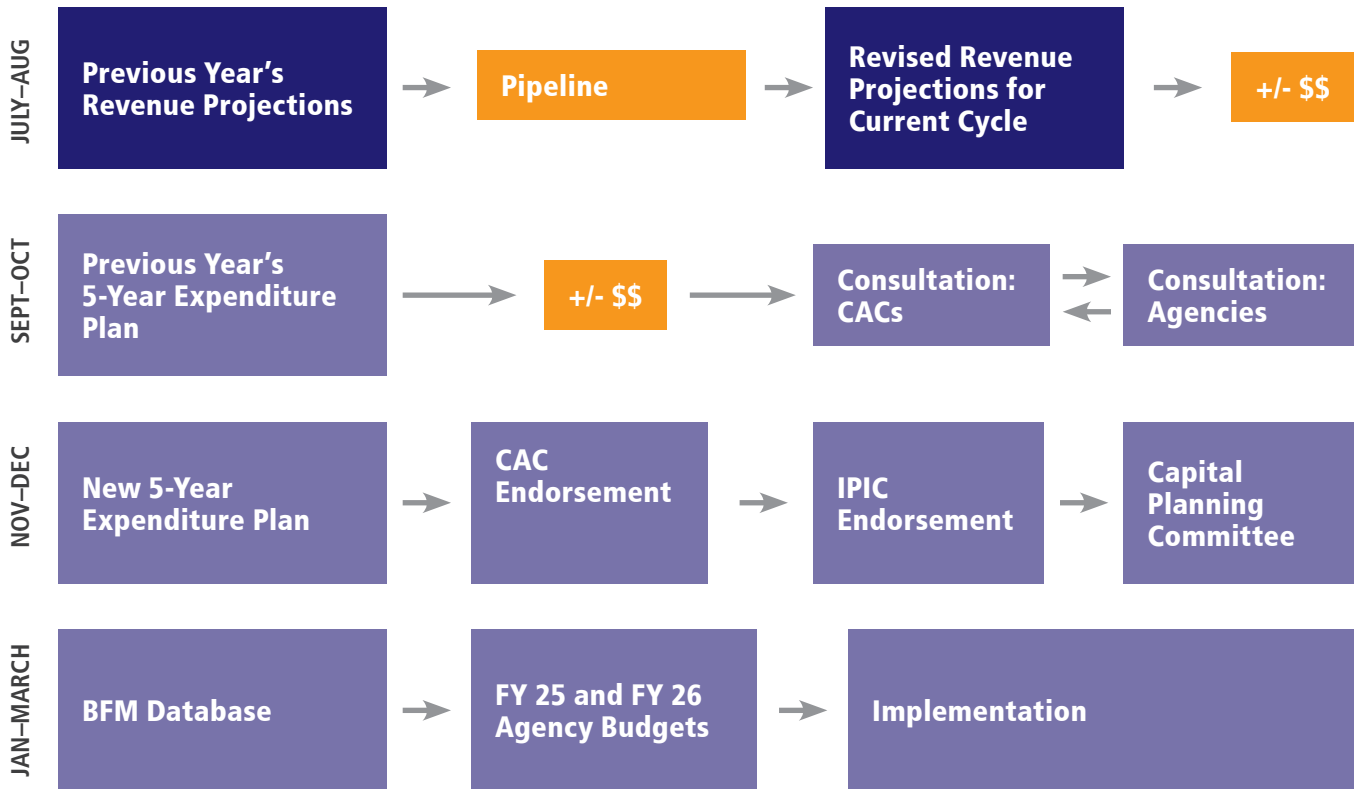
As outlined above, the slowdown in development has delayed the City's collection of impact fees, which has, in turn, affected its ability to fund capital projects. IPIC has not received any revenue this calendar year. Given the fee reduction and deferral, IPIC does not plan to request any appropriations 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.

On a positive note, IPIC has provided the City with a valuable platform to better coordinate capital improvements, aligning them with the vision developed through community planning efforts. This coordination has enabled the City to identify alternative funding sources, ensuring the successful delivery of projects outlined in the area plans, even amid delays in impact fee revenue. 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. There continues to be several vacant seats on the SoMa and Market and Octavia CAC. The Eastern Neighborhoods CAC sunset in January 2024. 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. Having vacancies on the CAC can create challenges of having quorum and limiting the CAC in being able to take formal action on agenda items.

## 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, which includes the Ocean Avenue Neighborhood Commercial District, Balboa Reservoir, City College of San Francisco’s Ocean Avenue Campus, and the Transit Station Neighborhood East of Interstate 280 – was adopted in 2009. The plan’s primary goals are to enhance the area’s public realm, improve the economic vitality of the Ocean Avenue Neighborhood Commercial District and increase connectivity both within the neighborhood and to other parts of San Francisco by making the transit experience safer and more enjoyable. The plan called for several major infrastructure improvements and 1,780 new housing units.

The Balboa Park Station Area Plan’s vision is being carried out through housing, transportation, and public realm projects, several of which have already been completed. Construction of the Ocean Avenue Corridor Design project was completed in 2016 and consists of streetscape improvements along Ocean Avenue including intersection improvements, greening and landscaping. The plan’s housing goals achieved a significant milestone in September of 2023, when Kapuso at the Upper Yard, a 131-unit affordable housing development was completed. Other transportation projects, such as the reconfiguration of Phelan Loop bus terminal and a new walkway connecting the BART station to Ocean Avenue, have also been completed.

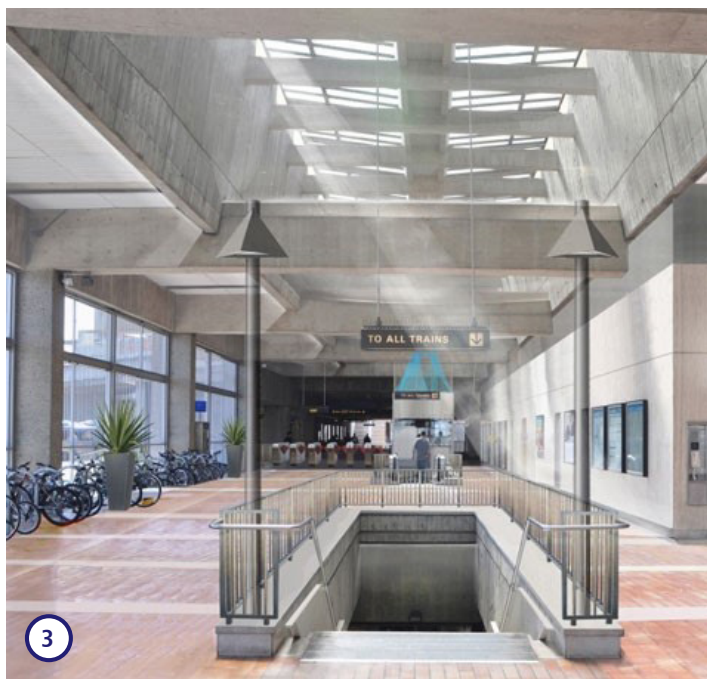
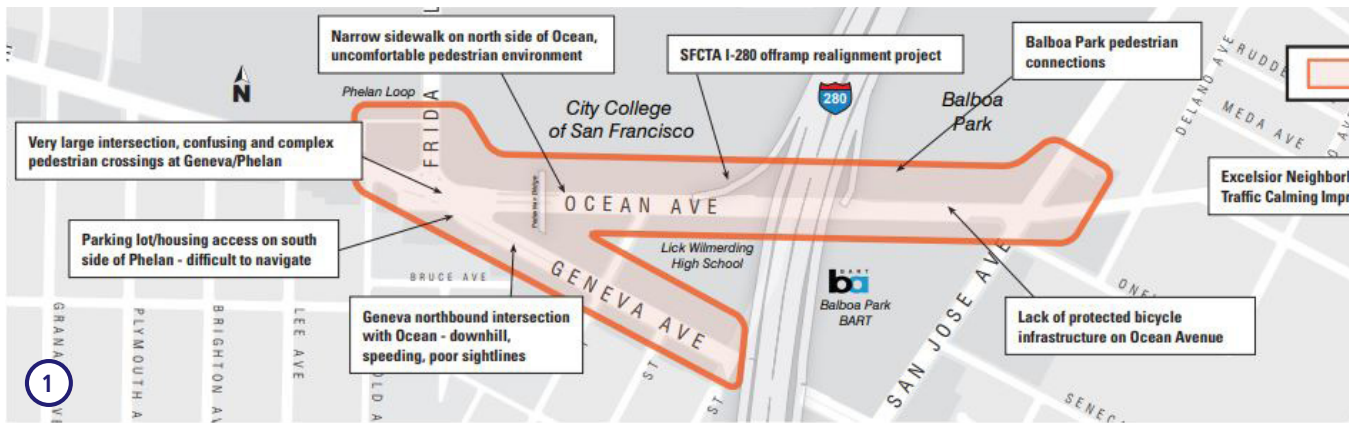
## Community Benefits Funding

Projects in the plan area are subject to the Balboa Park Community Improvements Impact Fee. However, the plan is not expected to generate a significant amount of impact fee revenue for two reasons. First, the majority of expected new development is proposed on publicly owned land, which prioritizes affordable housing, and is not expected to pay the Balboa Park Community Improvements Impact Fee. Second, outside of these public sites, the plan area generally contains few privately- owned developable sites. Impact fee revenue that is generated will be allocated to the appropriate agencies to fund streetscape, transit and open space improvements in the plan area. The Planning Department projects approximately \$345,000 in impact fee revenue in the Plan Area through Fiscal Year 2030.

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.





### BALBOA PARK

1. Frida Kahlo / Ocean / Geneva (F.O.G) Study
2. Balboa Park BART Station
3. Balboa Reservoir Site Rendering

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

**Balboa Park** - IPIC Expenditure Plan - FY 26 - 30

**Revenue And Expenditure**

Revenue Summary: Actuals Through FY25; Projected FY23 and forward

	THROUGH FY24	FY25 (CURRENT YEAR)	FY26 (BUDGET YEAR 1)	FY27 (BUDGET YEAR 2)	FY28	FY29	FY30	FY26-FY30	THROUGH FY30	FY31-FY35	THROUGH FY35
3 GENERAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4 TRANSPORTATION / TRANSIT	\$ 1,634,000	\$ 3,000	\$ -	\$ 35,000	\$ 13,000	\$ 3,000	\$ 19,000	\$ 70,000	\$ 1,707,000	\$ 33,000	\$ 1,740,000
5 COMPLETE STREETS	\$ 247,852	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 247,852	\$ -	\$ 247,852
6 RECREATION AND OPEN SPACE	\$ 219,523	\$ 6,000	\$ -	\$ 79,000	\$ 29,000	\$ 6,000	\$ 41,000	\$ 155,000	\$ 380,523	\$ 72,000	\$ 452,523
9 CHILDCARE	\$ 136,702	\$ 3,000	\$ -	\$ 41,000	\$ 15,000	\$ 3,000	\$ 21,000	\$ 80,000	\$ 219,702	\$ 36,000	\$ 255,702
11 ADMIN	\$ 297,736	\$ 1,000	\$ -	\$ 14,000	\$ 5,000	\$ 1,000	\$ 7,000	\$ 27,000	\$ 57,736	\$ 12,000	\$ 69,736
12 Total	\$ 2,267,813	\$ 13,000	\$ -	\$ 169,000	\$ 62,000	\$ 13,000	\$ 88,000	\$ 322,000	\$ 2,632,813	\$ 153,000	\$ 2,785,813
13 Total In-Kind Value	\$ 1,579,000	\$ -	\$ 89,000	\$ -	\$ -	\$ -	\$ -	\$ 89,000	\$ 1,668,000	\$ -	\$ 1,668,000
14 Total Cash Value	\$ 688,813	\$ 13,000	\$ (89,000)	\$ 169,000	\$ 62,000	\$ 13,000	\$ 88,000	\$ 243,000	\$ 944,813	\$ 153,000	\$ 1,097,813
<b>Transportation / Transit</b>											
1 Revenue	\$ 1,634,000	\$ 3,000	\$ -	\$ 35,000	\$ 13,000	\$ 3,000	\$ 19,000	\$ 70,000	\$ 1,707,000	\$ 33,000	\$ 1,740,000
2 Expenditure	\$ 1,705,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,705,000	\$ 25,000	\$ 1,730,000
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 25,000
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	\$ (71,000)	\$ 3,000	\$ -	\$ 35,000	\$ 13,000	\$ 3,000	\$ 19,000	\$ 70,000	\$ 2,000	\$ 8,000	\$ 10,000
6 Category Cumulative Balance Per Year	\$ (71,000)	\$ (68,000)	\$ (68,000)	\$ (33,000)	\$ (20,000)	\$ (17,000)	\$ (2,000)	\$ 2,000	\$ 2,000	\$ 10,000	\$ 10,000
<b>Complete Streets</b>											
7 Revenue	\$ 247,852	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 247,852	\$ -	\$ 247,852
8 Expenditure	\$ 344,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 344,000	\$ -	\$ 344,000
9 Pedestrian, Bicycle and Streetscape Enhancement Fund											
DPW											
Transferred	\$ 260,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 260,000	\$ -	\$ 260,000
Appropriated not Transferred	\$ 84,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 84,000	\$ -	\$ 84,000
Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
10 Category Balance Per Year	\$ (96,148)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (96,148)	\$ -	\$ (96,148)
11 Category Cumulative Balance Per Year	\$ (96,148)	\$ (96,148)	\$ (96,148)	\$ (96,148)	\$ (96,148)	\$ (96,148)	\$ (96,148)	\$ (96,148)	\$ (96,148)	\$ (96,148)	\$ (96,148)

		THROUGH FY24	FY25 (CURRENT YEAR)	FY26 (BUDGET YEAR 1)	FY27 (BUDGET YEAR 2)	FY28	FY29	FY30	FY26-FY30 THROUGH FY30	FY31-FY35 THROUGH FY35			
<b>Revenue And Expenditure</b>													
<b>Recreation and Open Space</b>													
12	Revenue	\$ 219,523	\$ 6,000	\$ -	\$ 79,000	\$ 29,000	\$ 6,000	\$ 41,000	\$ 155,000	\$ 380,523	\$ 72,000	\$ 462,523	
13	Expenditure	\$ 264,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 110,813	\$ 110,813	\$ 374,813	\$ -	\$ 374,813	
Recreation and Open Space: Planning and Near-Term Improvements Fund													
14	RPD	\$ 233,768									\$ 233,768	\$ -	\$ 233,768
	Transferred	\$ -									\$ -	\$ -	\$ -
	Appropriated not Transferred	\$ 30,232									\$ 30,232	\$ -	\$ 30,232
	Programmed	\$ -									\$ -	\$ -	\$ -
15	Category Balance Per Year	\$ (44,477)	\$ 6,000	\$ -	\$ 79,000	\$ 29,000	\$ 6,000	\$ (69,813)	\$ 44,187	\$ 5,700	\$ 72,000	\$ 77,710	
16	Category Cumulative Balance Per Year	\$ (44,477)	\$ (38,477)	\$ (38,477)	\$ 40,523	\$ 69,523	\$ 75,523	\$ 5,710	\$ 5,710	\$ 5,710	\$ 77,710	\$ 77,710	
<b>Child Care</b>													
17	Revenue	\$ 136,702	\$ 3,000	\$ -	\$ 41,000	\$ 15,000	\$ 3,000	\$ 21,000	\$ 80,000	\$ 219,702	\$ 36,000	\$ 255,702	
18	Expenditure	\$ 149,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,000	\$ 17,000	\$ 166,000	\$ 80,000	\$ 246,000	
OECE Child Care NOFA Program													
19	OECE	\$ 89,000									\$ 89,000	\$ -	\$ 89,000
	Transferred	\$ -									\$ -	\$ -	\$ -
	Appropriated not Transferred	\$ 60,000									\$ 60,000	\$ -	\$ 60,000
	Programmed	\$ -									\$ -	\$ -	\$ -
20	Category Balance Per Year	\$ (12,298)	\$ 3,000	\$ -	\$ 41,000	\$ 15,000	\$ 3,000	\$ 4,000	\$ 63,000	\$ 53,702	\$ (46,000)	\$ 9,702	
21	Category Cumulative Balance Per Year	\$ (12,298)	\$ (9,298)	\$ (9,298)	\$ 31,702	\$ 46,702	\$ 49,702	\$ 53,702	\$ 53,702	\$ 53,702	\$ 9,702	\$ 9,702	
<b>Program Administration</b>													
22	Revenue	\$ 29,736	\$ 1,000	\$ -	\$ 14,000	\$ 5,000	\$ 1,000	\$ 7,000	\$ 27,000	\$ 57,736	\$ 12,000	\$ 69,736	
23	Expenditure	\$ 34,000	\$ -	\$ -	\$ 6,000	\$ -	\$ -	\$ -	\$ 6,000	\$ 40,000	\$ -	\$ 40,000	
Admin													
24	Admin	\$ 10,045									\$ 10,045	\$ -	\$ 10,045
Admin Transfer to Programs													
25	Admin Transfer to Programs	\$ 23,955									\$ 23,955	\$ -	\$ 23,955
	Transferred	\$ -									\$ -	\$ -	\$ -
	Appropriated not Transferred	\$ -									\$ -	\$ -	\$ -
	Programmed	\$ -									\$ -	\$ -	\$ -
26	Category Balance Per Year	\$ (4,264)	\$ 1,000	\$ -	\$ 8,000	\$ 5,000	\$ 1,000	\$ 7,000	\$ 21,000	\$ 17,736	\$ 12,000	\$ 29,736	
27	Category Cumulative Balance Per Year	\$ (4,264)	\$ (3,264)	\$ (3,264)	\$ 4,736	\$ 9,736	\$ 10,736	\$ 17,736	\$ 17,736	\$ 17,736	\$ 29,736	\$ 29,736	
COMPARISON (JAN 2024)													
		\$ (3,264)	\$ (3,264)	\$ (3,264)	\$ 3,736	\$ (1,264)	\$ 2,736	\$ 8,736	\$ 15,736	\$ 15,736	\$ 38,736	\$ 38,736	
<b>RUNNING TOTALS</b>													
28	Revenue Totals	\$ 2,267,813	\$ 13,000	\$ -	\$ 169,000	\$ 62,000	\$ 13,000	\$ 88,000	\$ 332,000	\$ 2,612,813	\$ 153,000	\$ 2,765,813	
29	Total Expenditures	\$ 2,496,000	\$ -	\$ -	\$ 6,000	\$ -	\$ -	\$ 127,813	\$ 133,813	\$ 2,629,813	\$ 105,000	\$ 2,734,813	
30	Annual Surplus (Deficit)	\$ (228,187)	\$ 13,000	\$ -	\$ 163,000	\$ 62,000	\$ 13,000	\$ (39,813)	\$ 198,187	\$ (17,000)	\$ 48,000	\$ 31,000	
31	Cumulative Surplus (Deficit)	\$ (228,187)	\$ (215,187)	\$ (215,187)	\$ (52,187)	\$ 9,813	\$ 22,813	\$ (17,000)	\$ 181,187	\$ (17,000)	\$ 31,000	\$ 31,000	

# EASTERN NEIGHBORHOODS

## Background and Highlights

The Eastern Neighborhoods (EN) Area Plan, adopted in early 2009, encompasses East SoMa, Western SoMa, the Mission, Showplace Square/Potrero, and the Central Waterfront (also known as Dogpatch). This plan introduced new land use policies and regulations aimed at preserving areas specifically designated for production, distribution, and repair (PDR) activities. It also opened previously industrial neighborhoods to mixed-use development and established policies requiring that new mixed-use and residential neighborhoods be developed as complete, well-rounded communities. With the adoption of the Central SoMa Plan and the establishment of the SoMa CAC in 2018, Planning has separated the planning and tracking of community benefits for the Mission, Showplace / Potrero and Central Waterfront from the SoMa and now refers to these neighborhoods collective as Eastern Neighborhoods, while referring to the other SoMa Area Plans (East SoMa and Central SoMa) collectively as SoMa (see SoMa chapter for updates on those Area Plans).

Originally, the EN Plan looked to accommodate 10,000 new units and 10,000 jobs (or an equivalent of about 3,000,000 sf of office space) over the course of the Plan’s term (including SoMa). So far, roughly 7,400 units have been completed and 2,300,000 square feet of non-residential use (inclusive of changes-of-use from PDR) have been constructed.

## Community Benefits Funding

Projects in the eastern Neighborhoods Plan Area are subject to the Eastern Neighborhood Infrastructure impact fee. 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.

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.

The City has collected roughly \$68 million in revenue from the Eastern Neighborhoods Community Infrastructure Impact Fee (\$135 million when including SoMa) since 2009. In the next five years (FY26 through FY30), the City expects to collect about \$23,214,000 in impact fees, which is slightly more than what was anticipated last year.

## Project Descriptions

### 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; \$400,000 to Treat Plaza; and \$1,092,000 to a the Potrero Gateway Project.

#### 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 completed in 2018 and documents the need for streetscape improvements throughout the Dogpatch neighborhood.

On an ongoing basis, 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 the 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. To help facilitate many of the improvements requested by the community, Public Works actively sought after other funding opportunities and was able to secure an AHSC (Affordable Housing Sustainable Communities) grant for some of the project improvements.

**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 and substantial completion is expected Spring 2025.

**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 through FY35

**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. To help facilitate many of the improvements requested by the community, Public Works actively sought after other funding opportunities and was able to recently secure a Clean California grant for some of the project improvements.

**Project Origin:**

Community sponsored and proposed project.

**Project Status and Delivery:**

Project is under construction and substantial completion is expected Summer 2025.

**Total Costs:**

\$5,300,000

**IPIC Funds:**

- \$2,450,000 transferred

**MISSION STREET TREES**

The Bureau of Urban Forestry in partnership with Mission Verde / Calle24 had requested this IPIC Project be established to help fund the planting of new street trees in the Calle24 District.

**Project Origin:**

Bureau of Urban Forestry, Mission Verde / Calle24

**Project Status and Delivery:**

Funds have yet to be transferred

**IPIC Funds:**

- \$60,000 Appropriated not yet transferred

## **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. Both facilities are in need of renovations and upgrades for seismic safety, access failing structures and systems, and play features. The building will undergo a seismic structural and feasibility study 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

### **Total Costs:**

TBD

### **IPIC Funds:**

- \$1,000,000 previously transferred [to be deferred and reappropriated in FY30]
- \$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 its continued operation as an important resource and create a vibrant and safe open space for children and adults to enjoy. The 4.9-acre Jackson Playground is in Potrero Hill occupying an entire city block. Jackson Playground includes picnic areas, tennis and basketball courts, two ball fields, a children's play area and a clubhouse. RPD, in collaboration with the Friends of Jackson Park (FoJP) community group, have worked on a comprehensive design for the renovation of the park. Improvements will include reorientation and renovation of the sports fields, construction of a new children's play area, a new sports court, landscaping, and the relocation, renovation, and extension of the 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 is currently in the design phase. 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



## **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 Esprit Park and other parks not under RPD jurisdiction such as: 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:** \$1.9 million appropriated but not transferred (will be further deferred to FY26 or later to enable Jackson Park Project to be prioritized).

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

The renovation of Esprit Park 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 users including a children's play area, adult fitness equipment, and space for dogs to play off-leash.

### **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. Park re-opening anticipated by early 2025.

### **Total Costs:**

\$8,500,000

### **IPIC Funds:**

\$3,511,000

### **UCSF Funding:**

\$4,200,000

## **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

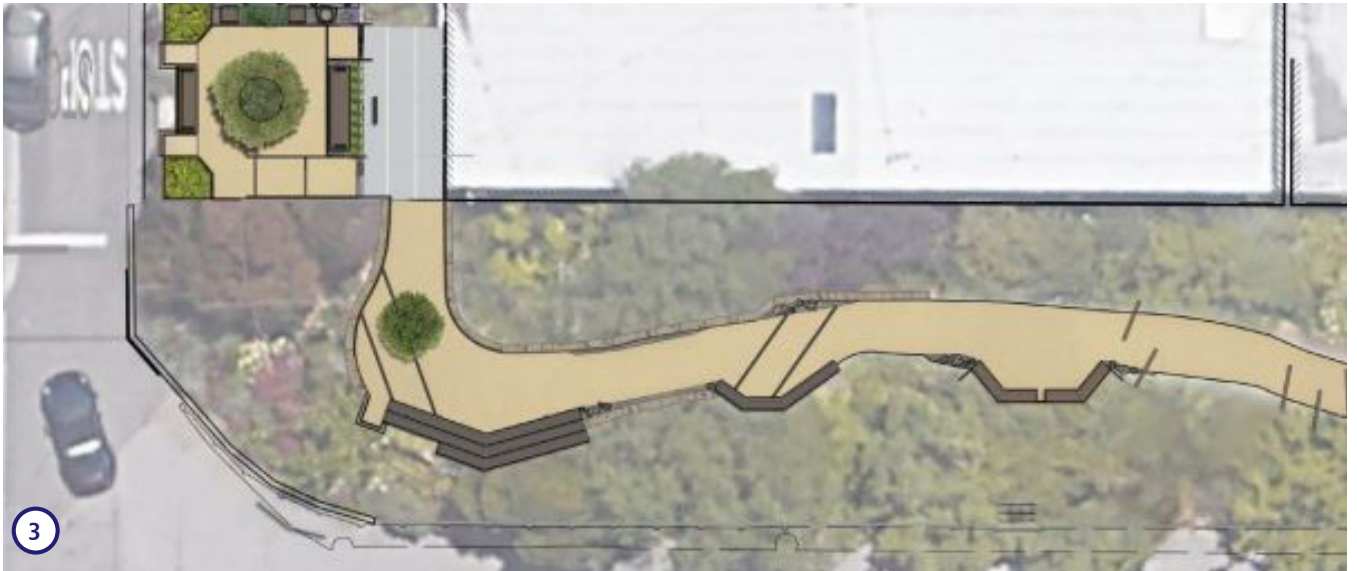
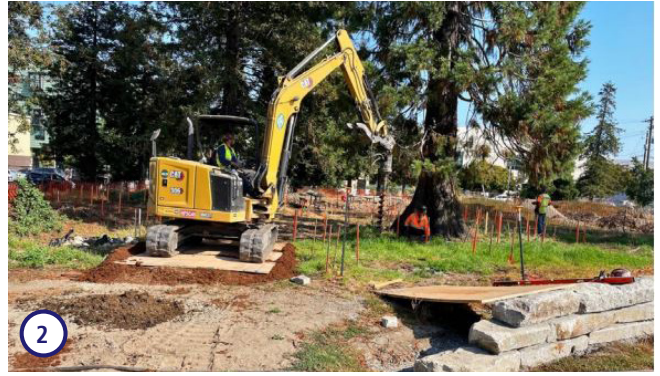
### **IPIC Funds:**

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                                     | 51. | Daggett Park                                 |
| 38. | Potrero Recreation Center Improvements                         | 52. | Dogpatch Part Plaza                          |
| 39. | Gene Friend Park Rehabilitation                                | 53. | Eagle Plaza                                  |
| 40. | Mission Rec Center Rehabilitation                              | 59. | Potrero Kids Child Care Center               |
| 41. | Jackson Playground Rehabilitation                              |     |  |



## EASTERN NEIGHBORHOODS

1. 16th Street 22 Fillmore Improvements
2. Esprit Park
3. Minnesota Streetscape
4. Juri Commons

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

**Eastern Neighborhoods** (Mission, SP/Potero, Central Waterfront/Dogpatch) - IPIC Expenditure Plan FY26 - FY20

<b>Revenue And Expenditure</b>											
Revenue Summary - Actuals FY24 and Prior; Projected FY25 and Forward											
	THROUGH FY24	FY25 (CURRENT YEAR)	FY26 (BUDGET YEAR 1)	FY27 (BUDGET YEAR 2)	FY28	FY29	FY30	FY26-FY30	THROUGH FY30	FY31-FY35	THROUGH FY25
EV - Non-Soma											
HOUSING (Mission)	\$ 3,120,000	\$ -	\$ -	\$ 969,000	\$ 10,000	\$ -	\$ 1,255,000	\$ 2,294,000	\$ 5,354,000	\$ 40,000	\$ 5,394,000
TRANSPORTATION / TRANSIT	\$ 14,616,000	\$ 1,115,000	\$ 24,000	\$ 1,015,000	\$ 4,838,000	\$ 237,000	\$ 1,266,000	\$ 7,440,000	\$ 23,171,000	\$ 3,436,000	\$ 26,607,000
COMPLETE STREETS	\$ 15,507,000	\$ 898,000	\$ 15,000	\$ 854,000	\$ 3,898,000	\$ 352,000	\$ 1,494,000	\$ 6,719,000	\$ 21,174,000	\$ 6,277,000	\$ 28,451,000
RECREATION AND OPEN SPACE	\$ 25,814,000	\$ 471,000	\$ 2,000	\$ 590,000	\$ 2,030,000	\$ 404,000	\$ 1,893,000	\$ 4,914,000	\$ 31,199,000	\$ 8,072,000	\$ 39,271,000
CHILDCARE	\$ 3,583,000	\$ 80,000	\$ 1,000	\$ 80,000	\$ 378,000	\$ 58,000	\$ 254,000	\$ 771,000	\$ 4,442,000	\$ 1,124,000	\$ 5,566,000
ADMIN	\$ 3,108,000	\$ 135,000	\$ 2,000	\$ 182,000	\$ 586,000	\$ 55,000	\$ 336,000	\$ 1,161,000	\$ 4,404,000	\$ 997,000	\$ 5,401,000
<b>Total</b>	\$ 65,920,000	\$ 2,077,000	\$ 4,000	\$ 3,640,000	\$ 11,731,000	\$ 1,106,000	\$ 6,718,000	\$ 23,235,000	\$ 91,896,000	\$ 19,946,000	\$ 111,812,000

<b>Housing</b>											
Revenue	\$ 3,477,000	\$ -	\$ -	\$ 969,000	\$ 10,000	\$ -	\$ 1,255,000	\$ 2,294,000	\$ 5,711,000	\$ 40,000	\$ 5,751,000
Expenditure	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3 Mission	\$ 1,641,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,641,000	\$ -	\$ 1,641,000
Transferred	\$ 1,546,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,546,000	\$ -	\$ 1,546,000
Appropriated not Transferred	\$ -	\$ -	\$ 290,000	\$ 969,000	\$ 10,000	\$ -	\$ 1,255,000	\$ 2,294,000	\$ 2,594,000	\$ 40,000	\$ 2,594,000
Programmed	\$ 3,187,000	\$ -	\$ 290,000	\$ 969,000	\$ 10,000	\$ -	\$ 1,255,000	\$ 2,294,000	\$ 5,711,000	\$ 40,000	\$ 5,751,000
<b>Total</b>	\$ 3,187,000	\$ -	\$ 290,000	\$ 969,000	\$ 10,000	\$ -	\$ 1,255,000	\$ 2,294,000	\$ 5,711,000	\$ 40,000	\$ 5,751,000

Expenditure Non-Soma	\$ 3,187,000	\$ -	\$ 290,000	\$ 969,000	\$ 10,000	\$ -	\$ 1,255,000	\$ 2,294,000	\$ 5,711,000	\$ 40,000	\$ 5,751,000
Category Balance Per Year - Non-Soma	\$ 290,000	\$ -	\$ (290,000)	\$ -	\$ -	\$ -	\$ -	\$ (290,000)	\$ -	\$ -	\$ -
Category Cumulative Balance Per Year - Non-Soma	\$ 290,000	\$ 290,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

**Eastern Neighborhoods** (Mission: SFPoteroo Central Waterfront/Dougherty) - IPIC Expenditure Plan FY26 - FY30

Revenue And Expenditure		FY 25 (CURRENT YEAR)		FY 26 (BUDGET YEAR 1)		FY 27 (BUDGET YEAR 2)		FY 28	FY 29	FY 30	FY 26-FY30	THROUGH FY30	FY 31-FY35	THROUGH FY35
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**Transportation / Transit**

Revenue Non-Soma		\$	14,616,000	\$	1,115,000	\$	24,000	\$	1,015,000	\$	4,838,000	\$	237,000	\$	12,265,000	\$	7,440,000	\$	23,171,000	
<b>Expenditure</b>																				
9	18th Street / 23rd Street Improvements	MTA	20,877,666																20,877,666	
			Transferred																	
			Appropriated not Transferred		526,934															526,934
			Programmed																	
			Total		21,404,600															21,404,600
12	22nd Street Green Connections	DPW	150,000																	150,000
			Transferred																	
			Appropriated not Transferred																	
			Programmed																	
			Total		150,000															150,000
13	Poteroo Avenue Streetscape*	DPW	1,418,000																	1,418,000
			Transferred																	
			Appropriated not Transferred																	
			Programmed																	
			Total		1,418,000															1,418,000
14	Pedestrian, Bicycle, and Streetscape Enhancement Fund	DPW	290,000																	290,000
			Transferred																	
			Appropriated not Transferred																	
			Programmed																	
			Total		290,000															290,000
15	Transit Enhancement Fund - Non-Soma	MTA	170,000																	170,000
			Transferred																	
			Appropriated not Transferred																	
			Programmed																	
			Total		170,000															170,000
			Total		23,432,000															23,432,000
			Category Balance Per Year - Non-Soma		1,115,000		24,000		1,015,000		4,838,000		237,000		12,265,000		7,440,000		261,000	
			Category Cumulative Balance Per Year - Non-Soma		(8,816,000)		(7,701,000)		(6,682,000)		(1,894,000)		(1,587,000)		(261,000)		(261,000)		(261,000)	

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

**Eastern Neighborhoods** (Mission, SFPotrero, Central Waterfront/Dogpatch) - IPIC Expenditure Plan FY26 - FY20

		THROUGH FY24	FY25 (CURRENT YEAR)	FY26 (BUDGET YEAR 1)	FY27 (BUDGET YEAR 2)	FY28	FY29	FY30	FY26-FY30	THROUGH FY30	FY31-FY35	THROUGH FY35
		\$ 15,507,000	\$ 898,000	\$ 15,000	\$ 814,000	\$ 3,889,000	\$ 352,000	\$ 1,668,000	\$ 6,719,000	\$ 23,124,000	\$ 6,277,000	\$ 29,401,000
<b>Complete Streets</b>												
Revenue Non-Soma		\$ 15,507,000	\$ 898,000	\$ 15,000	\$ 814,000	\$ 3,889,000	\$ 352,000	\$ 1,668,000	\$ 6,719,000	\$ 23,124,000	\$ 6,277,000	\$ 29,401,000
<b>Expenditure</b>												
22	22nd Street Green Connections	\$ 3,000,000								\$ 3,000,000		\$ 3,000,000
	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											
	Transferred	\$ -								\$ -		\$ -
	Appropriated not Transferred	\$ -								\$ -		\$ -
	Programmed	\$ -								\$ -		\$ -
	Total	\$ -								\$ -		\$ -
26	Central Waterfront Short Term Pedestrian Improvements	\$ 183,000								\$ 183,000		\$ 183,000
	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 *	\$ 2,939,000								\$ 2,939,000		\$ 2,939,000
	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")	\$ 200,000								\$ 200,000		\$ 200,000
	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	\$ 2,978,864								\$ 2,978,864		\$ 2,978,864
	Transferred	\$ 2,978,864								\$ 2,978,864		\$ 2,978,864
	Appropriated not Transferred	\$ -								\$ -		\$ -
	Programmed	\$ 3,154,036								\$ 3,154,036		\$ 3,154,036
	Total	\$ 6,132,900								\$ 6,132,900		\$ 6,132,900
29.1	Treat Plaza	\$ 1,011,000								\$ 1,011,000		\$ 1,011,000
	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 Upprogrammed											
	Transferred	\$ -								\$ -		\$ -
	Appropriated not Transferred	\$ -								\$ -		\$ -
	Programmed	\$ -								\$ -		\$ -
	Total	\$ -								\$ -		\$ -
29.3	Mission Street Trees	\$ 60,000								\$ 60,000		\$ 60,000
	Transferred	\$ 60,000								\$ 60,000		\$ 60,000
	Appropriated not Transferred	\$ -								\$ -		\$ -
	Programmed	\$ -								\$ -		\$ -
	Total	\$ 60,000								\$ 60,000		\$ 60,000
Expenditure Non-Soma		\$ 13,226,000								\$ 13,226,000		\$ 13,226,000
Category Balance Per Year - Non-Soma		\$ 1,981,000	\$ 898,000	\$ 15,000	\$ 814,000	\$ (835,893)	\$ (835,449)	\$ 610,455	\$ (231,589)	\$ 2,647,415	\$ (2,647,415)	\$ -
Category Cumulative Balance Per Year - Non-Soma		\$ 1,981,000	\$ 2,879,000	\$ 2,894,000	\$ 3,708,000	\$ 2,872,105	\$ 2,036,656	\$ 2,647,415	\$ 2,647,415	\$ 2,647,415	\$ -	\$ -

\* \$400K of \$1.639M in FY 18 proposed to go to Treat Plaza (previously proposed as \$389K - difference of \$300K made up by adding to individual Treat line item (no. 25.1)

**Eastern Neighborhoods** (Mission, SP/Plano, Central/Walton/Dogpatch) - IPIC Expenditure Plan FY26 - FY30

**Revenue And Expenditure**

THROUGH FY24 FY25 (CURRENT YEAR) FY26 (BUDGET YEAR 1) FY27 (BUDGET YEAR 2) FY28 FY29 FY30 FY26-FY30 THROUGH FY30 FY31-FY35 THROUGH FY35

\* \$559K of \$1.638M in FY18 proposed to go to funding gap for 22 Street

\* \$300K of \$1.63M to go toward Minnesota Street

**Recreation and Open Space**

Revenue Non-Soma	\$	25,914,000	\$	471,000	\$	2,000	\$	580,000	\$	2,020,000	\$	404,000	\$	1,898,000	\$	4,914,000	\$	31,199,000	\$	6,072,000	\$	39,271,000		
<b>Expenditure</b>																								
34	17th and Folsom Park	RPD	Transferred	\$	3,160,000																			
			Appropriated not Transferred	\$	-																			
			Programmed	\$	-																			
			<b>Total</b>	\$	3,160,000																			
36	Franklin Square Par-Course	RPD	Transferred	\$	210,000																			
			Appropriated not Transferred	\$	-																			
			Programmed	\$	-																			
			<b>Total</b>	\$	210,000																			
38	Potrero Recreation Center	RPD	Transferred	\$	210,000																			
			Appropriated not Transferred	\$	-																			
			Programmed	\$	-																			
			<b>Total</b>	\$	210,000																			
40	Mission Recreation Center*	RPD	Transferred	\$	1,080,000																			
			Appropriated not Transferred	\$	-																			
			Programmed	\$	-																			
			<b>Total</b>	\$	1,080,000																			
			Transferred	\$	1,000,000																			
			Appropriated not Transferred	\$	940,000																			
			Programmed	\$	-																			
			<b>Total</b>	\$	1,940,000																			
41	Jackson Playground*	RPD	Transferred	\$	1,040,000																			
			Appropriated not Transferred	\$	1,195,623																			
			Programmed	\$	-																			
			<b>Total</b>	\$	2,235,623																			
			Transferred	\$	8,738,000																			
			Appropriated not Transferred	\$	-																			
			Programmed	\$	-																			
			<b>Total</b>	\$	8,738,000																			
43	Juni Commons	RPD	Transferred	\$	8,738,000																			
			Appropriated not Transferred	\$	-																			
			Programmed	\$	-																			
			<b>Total</b>	\$	8,738,000																			
			Transferred	\$	1,000,000																			
			Appropriated not Transferred	\$	-																			
			Programmed	\$	-																			
			<b>Total</b>	\$	1,000,000																			
44	Jose Coronado Playground	RPD	Transferred	\$	-																			
			Appropriated not Transferred	\$	-																			
			Programmed	\$	-																			
			<b>Total</b>	\$	-																			
46	Central Waterfront Recreation and Open Space**	RPD	Transferred	\$	-																			
			Appropriated not Transferred	\$	1,956,000																			
			Programmed	\$	-																			
			<b>Total</b>	\$	1,956,000																			





**Eastern Neighborhoods** (Mission, SP/Potero, Central Waterfront/Dogpatch) - IPIG Expenditure Plan FY25 - FY30

		THROUGH FY24	FY25 (CURRENT YEAR)	FY26 (BUDGET YEAR 1)	FY27 (BUDGET YEAR 2)	FY28	FY29	FY30	FY25-FY30	THROUGH FY30	FY31-FY35	THROUGH FY35
<b>Revenue And Expenditure</b>												
<b>Childcare</b>												
Revenue Non-Soma		\$ 3,583,000	\$ 88,000	\$ 1,000	\$ 80,000	\$ 378,000	\$ 58,000	\$ 254,000	\$ 771,000	\$ 4,442,000	\$ 1,124,000	\$ 5,566,000
Expenditure												
OECE												
57	Child Care	\$ 2,914,223								\$ 2,914,223		\$ 2,914,223
	Transferred	\$ 236,600								\$ 236,600		\$ 236,600
	Appropriated not Transferred											
	Programmed											\$ 499,177
	Total	\$ 3,150,823								\$ 3,150,823		\$ 3,650,000
IN-KIND												
59	Potero Launch Childcare Center (In-Kind)	\$ 1,916,000								\$ 1,916,000		\$ 1,916,000
	Transferred											
	Appropriated not Transferred											
	Programmed											
	Total	\$ 1,916,000								\$ 1,916,000		\$ 1,916,000
Expenditure Non-Soma		\$ 5,066,823								\$ 5,066,823		\$ 5,566,000
Category Balance Per Year - Non-Soma		\$ (1,483,823)	\$ 88,000	\$ 1,000	\$ 80,000	\$ 378,000	\$ 58,000	\$ 254,000	\$ 771,000	\$ (624,823)	\$ (624,823)	\$ 0
Category Cumulative Balance Per Year - Non-Soma		\$ (1,483,823)	\$ (1,395,823)	\$ (1,394,823)	\$ (1,314,823)	\$ (936,823)	\$ (876,823)	\$ (624,823)	\$ (624,823)	\$ (624,823)	\$ 0	\$ 0
<b>Program Administration</b>												
Revenue Non-Soma		\$ 3,108,000	\$ 185,000	\$ 2,000	\$ 182,000	\$ 586,000	\$ 55,000	\$ 386,000	\$ 1,161,000	\$ 4,494,000	\$ 997,000	\$ 5,491,000
Admin												
	Transferred	\$ 2,691,750								\$ 2,691,750		\$ 2,691,750
	Appropriated not Transferred											
	Programmed	\$ 100,000								\$ 100,000		\$ 100,000
	Total	\$ 2,691,750	\$ 100,623	\$ 83,000	\$ 176,968	\$ 176,282	\$ 176,968	\$ 176,968	\$ 613,219	\$ 713,642	\$ 1,956,408	\$ 2,709,250
Expenditure Non-Soma		\$ 2,691,750	\$ 100,623	\$ 83,000	\$ 176,968	\$ 176,282	\$ 176,968	\$ 176,968	\$ 613,219	\$ 3,405,592	\$ 1,956,408	\$ 5,401,000
Category Balance Per Year - Non-Soma		\$ 416,250	\$ 343,377	\$ (81,000)	\$ 182,000	\$ 409,032	\$ (121,282)	\$ 159,032	\$ 547,781	\$ 938,408	\$ (988,408)	\$ 0
Category Cumulative Balance Per Year - Non-Soma		\$ 416,250	\$ 450,627	\$ 369,627	\$ 551,627	\$ 960,659	\$ 839,376	\$ 998,408	\$ 998,408	\$ 998,408	\$ 0	\$ 0
<b>Cashflow</b>												
68	Revenue Totals	\$ 65,920,000	\$ 2,707,000	\$ 44,000	\$ 3,640,000	\$ 11,731,000	\$ 1,106,000	\$ 6,718,000	\$ 23,239,000	\$ 91,866,000	\$ 19,946,000	\$ 111,812,000
69	Total Expenditures (Transferred and Appropriated not Transferred)	\$ 77,833,196	\$ 100,623	\$ 373,000	\$ 6,729,377	\$ 4,911,863	\$ 1,364,427	\$ 2,470,513	\$ 15,948,181	\$ 93,782,000	\$ 18,215,000	\$ 111,997,000
70	Annual Surplus (Deficit)	\$ (11,728,196)	\$ 2,866,377	\$ (329,000)	\$ (8,089,377)	\$ 6,819,137	\$ (257,427)	\$ 4,247,487	\$ 7,300,819	\$ (1,731,000)	\$ 1,731,000	\$ 0
72	Cumulative Surplus (Deficit)	\$ (11,728,196)	\$ (9,121,819)	\$ (9,450,819)	\$ (12,540,196)	\$ (5,721,059)	\$ (5,978,486)	\$ (1,731,000)	\$ (1,731,000)	\$ (1,731,000)	\$ 0	\$ 0

## 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, a neighborhood with balanced transportation options, and a street and public realm experience that is inviting to people walking, biking and socializing. The Plan included new heights and zoning to encourage the development of mixed-use infill projects.

In 2015, the Planning Department began a community planning process to update a portion of the Market and Octavia Plan historically called the Hub, and previously known in the Plan as "SOMA-West." Following the community planning process, in 2020, the Board of Supervisors adopted amendments to the Market and Octavia Area Plan, planning code, and new heights for three projects at the Van Ness and Market intersection. For more information, visit <https://sfplanning.org/market-street-hub-project>

Since 2008, 4,758 units have been constructed in the Plan area. In addition, approximately 2,851 units are in the Planning Department's development pipeline and have not yet started construction as of the end of 2024.

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, Community Improvements Appendix C), the majority of which have been completed or are underway. These improvements have been funded with impact fees from development in the plan area as well as other funding sources.

More information, visit the Plan Area website: <http://sf-planning.org/market-octavia-area-plan>

### COMMUNITY BENEFITS FUNDING

Projects in the Plan Area are subject to the Market and Octavia Area Plan and Upper Market NCT Affordable Housing Fee and the Market and Octavia Community Infrastructure Fee. Revenue from the infrastructure fee must be allocated to projects within and adjacent to 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 three additional impact fees: affordable housing, infrastructure and community facilities. The City expects to collect \$48 million over the next ten years from these three fees. Funds collected from the SUD infrastructure fee are required to be allocated to the same funding categories as the Market and Octavia infrastructure fee, but revenue must be prioritized for community improvement projects located within and adjacent to the SUD. \$54 million has been collected to date from the Market and Octavia infrastructure fee and the SUD infrastructure fee (including the value of in-kind projects). With regards to affordable housing fees, the City expects to collect \$34 million from the SUD Affordable Housing fee and the Market and Octavia Affordable Housing Fee.

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 \$56,162,107. 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 maintaining a state of good repair for Van Ness Avenue. There may be additional revenue upon any future sale of remaining parcels. 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.

In the next five years (FY26 through FY30), the City expects to collect about \$20.8 million in impact fees, with the combination of actuals and projections through FY30 projected to be \$74 million which is less than last year's due to the recent adoption of fee reduction and deferral legislation.

## 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 no open seats. The Market Octavia IPIC Expenditure Plan was presented to the CAC at their June, September, and December meetings. 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

### 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.

#### Total Costs:

\$3,711,000

#### IPIC 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

#### MO Impact Fee Funds:

- \$9,699,000 total
- \$304,000 transferred
- \$3,911,000 appropriated not transferred
- \$5,483,000 programmed FY26 through FY30

## **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

### **MO Impact Fee Funds:**

\$196,000

### **Funding Status:**

Project seeking additional funds

## **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 early 2025

### **Total Costs:**

\$9,388,000

### **MO Impact Fee Funds:**

\$175,000

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

Living Alleys are an ongoing effort led by Public Works to engage residents in re-imagining the area's extensive network of alleys 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 alleys.

### **Project Origin:**

Market and Octavia Area Plan

### **Project Status and Delivery:**

Design underway for the Ivy Street blocks between Laguna and Octavia. Project is anticipated to start construction Winter 2025.

### **Total Costs:**

\$4,500,000 over 10 years

### **MO Impact Fee Funds:**

- \$4,500,000 total
- \$3,500,000 transferred
- \$500,000 appropriated not transferred
- \$500,000 programmed through FY 35

## **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

### **MO Impact Fee Funds:**

- \$1,300,000 total
- \$ 700,000 transferred
- \$600,000 programmed through FY35

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

### **Project Description:**

Install a new sub-surface drip irrigation system, building off of the 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

### **MO Impact Fee Funds:**

\$100,000

## **THE HUB PUBLIC REALM IMPROVEMENT PLAN (MAP / EXPENDITURE PLAN LINE ITEM 39)**

### **Project Description:**

This line item has been created to capture all potential projects that are delineated in the HUB Public Realm Plan which includes streetscape and transportation enhancements on the following street segments:

- Valencia Street: Market St. to 15th St.
- 11th Street: Market St. to Bryant St.
- 13th Street: Valencia St. to Folsom St.
- South Van Ness Avenue: Mission St. to 13th St.
- Otis St: Duboce Ave. to South Van Ness Ave.
- Mission / South Van Ness Intersection
- Oak Street: Market St. to Franklin St.
- 12th St. Market St. to Mission St.

Work has begun on 11th Street, which is an important street for transit and bicycles connecting SoMa to Market Street. Currently, the street has three lanes of traffic, including a center turn lane; bicycle lanes; and curb-side parking lanes. Planning efforts are underway to repurpose the roadway to create a parking protected bicycle lane in both directions, with shortened crosswalks and transit boarding islands, for a safer street for people taking transit and riding bikes. Additional improvements may include curb ramp improvements, bulb-outs, landscaping, traffic signals, street lighting, site furnishing and other streetscape elements.

### **Project Status and Delivery:**

The Public Works Project team has started coordination efforts with MTA to confirm conceptual plans

**Total Costs:**

[to be provided from implementation plan]

**MO Impact Fee Funds:**

- \$6,000,000 Transferred
- \$5,468,000 Appropriated not transferred
- \$2,262,437 programmed through FY35

**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 out to bid with construction expected to begin early 2025.

**IPIC Funds:**

\$34.5 million

**IPIC Funds:**

- \$3.6 million transferred
- \$0.5 million appropriated not yet transferred

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

In 2019, the Planning Department in collaboration with RPD and other involved agencies, developed the City’s Civic Center Public Realm Plan (PRP) with the neighboring community. In alignment with the goals and priorities of the PRP, RPD delivered improvements at UN Plaza to activate the space and drive positive activation. The Plan is currently under environmental review by the Planning Department and calls for modernization at Civic Center, UN Plaza and Fulton St that connects the two.

**Project Origin:**

Civic Center Public Realm Plan

**IPIC Funds:**

\$2.5 million through FY35

**RACHELE SULLIVAN PARK (MAP / EXPENDITURE PLAN LINE ITEM NO. 48.25)**

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

**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 million through FY35

**CHILD CARE (EXPENDITURE PLAN 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, which opened in January 2024.

**Project Status and Delivery:**

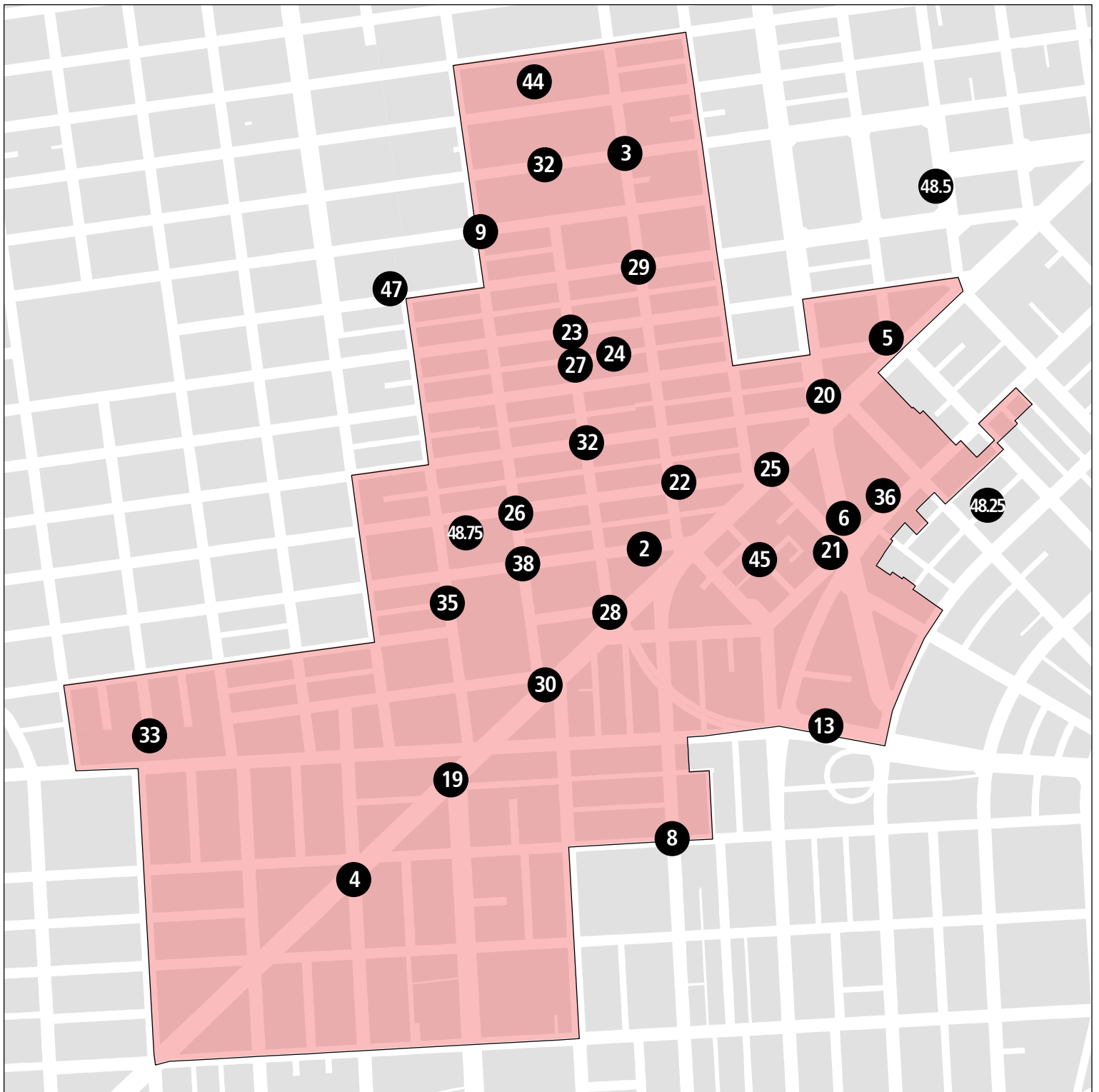
This line item was kept flexible to enable further scoping and prioritization with the community.

**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                            |   |

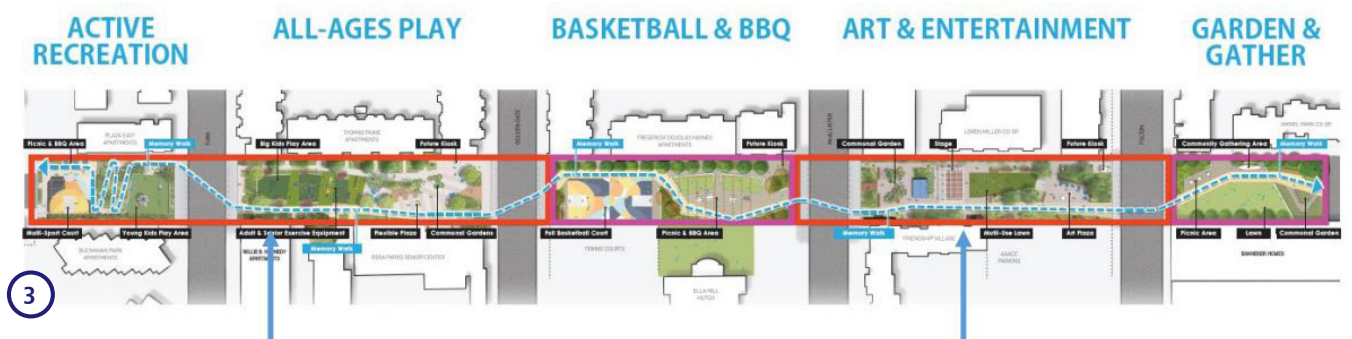




1



2



3

## MARKET AND OCTAVIA

1. Living Alleys
2. Buchanan Mall Stage
3. Buchanan Street Mall Concept Plan

Photo credits: (1) PW, (2-3) RPD

Revenue and Expenditure

		THROUGH FY24		FY25 (CURRENT YEAR)		FY26 (BUDGET YEAR 1)		FY27 (BUDGET YEAR 2)		FY28		FY29		FY30		FY26-FY30		THROUGH FY25		THROUGH FY25			
<b>Revenue - Actuals FY24 and Prior -- Projected FY26 and Forward</b>																							
1	TRANSPORTATION / TRANSIT	\$	12,683,928	\$	28,800	\$	8,800	\$	632,000	\$	1,132,800	\$	504,800	\$	2,308,800	\$	4,587,200	\$	17,279,028	\$	5,671,200	\$	22,950,228
2	COMPLETE STREETS	\$	18,779,459	\$	58,400	\$	17,600	\$	1,286,400	\$	2,286,400	\$	1,015,200	\$	4,624,000	\$	9,189,600	\$	28,027,459	\$	11,389,600	\$	39,397,059
3	RECREATION AND OPEN SPACE	\$	11,227,513	\$	27,200	\$	8,000	\$	602,400	\$	1,080,800	\$	480,000	\$	2,201,600	\$	4,372,000	\$	15,627,513	\$	5,409,600	\$	21,037,113
4	GREENING	\$	4,298,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	4,298,000	\$	-	\$	4,298,000
5	COMMUNITY FACILITIES	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
6	CHILD CARE	\$	4,183,867	\$	10,400	\$	3,200	\$	228,800	\$	411,200	\$	181,600	\$	836,800	\$	1,661,600	\$	5,855,867	\$	2,053,600	\$	7,909,467
7	LIBRARY	\$	107,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	107,000	\$	-	\$	107,000
8	ADMIN	\$	2,744,399	\$	6,400	\$	1,600	\$	144,000	\$	257,600	\$	114,400	\$	524,000	\$	1,041,600	\$	3,792,399	\$	1,288,800	\$	5,081,199
9	<b>Total</b>	\$	54,002,866	\$	131,200	\$	39,200	\$	2,873,600	\$	5,148,800	\$	2,896,000	\$	10,495,200	\$	20,852,800	\$	74,986,866	\$	25,792,800	\$	100,779,666

Transit

1	<b>Revenue</b>	\$	32,065,028	\$	28,800	\$	8,800	\$	632,000	\$	1,132,800	\$	504,800	\$	2,308,800	\$	4,587,200	\$	17,279,028	\$	5,671,200	\$	22,950,228
<b>Expenditure</b>																							
2	Haight Two-way Transportation and Streetscape																						
	MTA	Transferred	\$	330,000																			
		Appropriated not Transferred	\$	-																			
		Programmed	\$	-																			
	<b>Total</b>	\$	330,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	330,000	\$	-	\$	330,000
3	Muni Forward																						
	MTA	Transferred	\$	300,000																			
		Appropriated not Transferred	\$	-																			
		Programmed	\$	-																			
	<b>Total</b>	\$	300,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	300,000	\$	-	\$	300,000
4	Light Rail Service Enhancement																						
	MTA	Transferred	\$	5,250,000																			
		Appropriated not Transferred	\$	-																			
		Programmed	\$	-																			
	<b>Total</b>	\$	5,250,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	5,250,000	\$	-	\$	5,250,000
5	Polk Street northbound bicycle improvements																						
	MTA	Transferred	\$	50,000																			
		Appropriated not Transferred	\$	-																			
		Programmed	\$	-																			
	<b>Total</b>	\$	50,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	50,000	\$	-	\$	50,000
6	Van Ness BRT - Van Ness and Mission Pkwy. Improvements																						
	MTA	Transferred	\$	1,500,000																			
		Appropriated not Transferred	\$	-																			
		Programmed	\$	-																			
	<b>Total</b>	\$	1,500,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	1,500,000	\$	-	\$	1,500,000
7	Hub Transportation Improvements Study																						
	DCP	Transferred	\$	250,000																			
		Appropriated not Transferred	\$	-																			
		Programmed	\$	-																			
	<b>Total</b>	\$	250,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	250,000	\$	-	\$	250,000

**Market Octavia** - IPIC Expenditure Plan - FY 26 - FY30

Revenue and Expenditure		THROUGH FY24		FY25 (CURRENT YEAR)		FY26 (BUDGET YEAR2)		FY27 (BUDGET YEAR2)		FY28		FY29		FY30		THROUGH FY30		THROUGH FY35			
		Transferred	Appropriated not Transferred	Programmed	Total	Transferred	Appropriated not Transferred	Programmed	Total	Transferred	Appropriated not Transferred	Programmed	Total	Transferred	Appropriated not Transferred	Programmed	Total	Transferred	Appropriated not Transferred	Programmed	Total
8	Valencia Protected Bike Lanes*	\$ 1,000,000	\$ -	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 3,650,000	\$ -	\$ -	\$ 3,650,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	<b>Total</b>	\$ 4,650,000	\$ -	\$ -	\$ 4,650,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
9	Western Addition CBTP Improvements	\$ 725,000	\$ -	\$ -	\$ 725,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	<b>Total</b>	\$ 725,000	\$ -	\$ -	\$ 725,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
10	HUB Transportation Improvements Fund	\$ 394,000	\$ -	\$ -	\$ 394,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 3,911,629	\$ -	\$ -	\$ 3,911,629	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	<b>Total</b>	\$ 4,215,629	\$ -	\$ -	\$ 4,215,629	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
10.1	Local Bus Transit Signal Priority (TSP)	\$ 196,000	\$ -	\$ -	\$ 196,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	<b>Total</b>	\$ 196,000	\$ -	\$ -	\$ 196,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>15</b>	<b>Expenditure Sub Total</b>	\$ 17,466,629	\$ -	\$ -	\$ 17,466,629	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>16</b>	<b>Category Annual Balance</b>	\$ (4,803,601)	\$ 28,800	\$ 8,800	\$ 632,000	\$ 1,124,800	\$ 1,124,800	\$ 504,800	\$ 2,308,800	\$ 4,587,200	\$ (187,601)	\$ (187,601)	\$ (187,601)	\$ (187,601)	\$ (187,601)	\$ (187,601)	\$ (187,601)	\$ (187,601)	\$ (187,601)	\$ (187,601)	\$ (187,601)
<b>17</b>	<b>Category Cumulative Balance</b>	\$ (4,803,601)	\$ (4,774,801)	\$ (4,766,001)	\$ (4,134,001)	\$ (3,000,201)	\$ (2,496,401)	\$ (1,876,001)	\$ (1,371,201)	\$ (846,401)	\$ (358,801)	\$ (171,201)	\$ (83,601)	\$ (83,601)	\$ (83,601)	\$ (83,601)	\$ (83,601)	\$ (83,601)	\$ (83,601)	\$ (83,601)	\$ (83,601)

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

**Revenue and Expenditure**

**Greening / Complete Streets**

		THROUGH FY24	FY 25 (CURRENT YEAR)	FY 26 (BUDGET YEAR1)	FY 27 (BUDGET YEAR2)	FY 28	FY 29	FY 30	FY26-FY30	THROUGH FY30	FY 31-FY35	THROUGH FY35
		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
<b>18</b>	<b>Revenue</b>	\$ 23,077,459	\$ 58,400	\$ 17,600	\$ 1,266,400	\$ 2,266,400	\$ 1,015,200	\$ 4,624,000	\$ 9,189,600	\$ 32,325,459	\$ 11,369,600	\$ 43,695,059
<b>Expenditure</b>												
19	Doires and Market Intersection Improvements (In-kind)	Transferred	\$ 513,000							\$ 513,000		\$ 513,000
		Appropriated not Transferred	\$ -							\$ -		\$ -
		Programmed	\$ -							\$ -		\$ -
	<b>Total</b>	\$ 513,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 513,000	\$ -	\$ -	\$ 513,000
20	Oak Plaza IKA	Transferred	\$ -							\$ -		\$ -
		Appropriated not Transferred	\$ -							\$ -		\$ -
		Programmed	\$ -							\$ -		\$ -
	<b>Total</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
21	12th/Otis Plaza IKA (potential - 30 Otis)	Transferred	\$ 3,000,000							\$ 3,000,000		\$ 3,000,000
		Appropriated not Transferred	\$ -							\$ -		\$ -
		Programmed	\$ -							\$ -		\$ -
	<b>Total</b>	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ -	\$ -	\$ 3,000,000
23	Hayes Two-way	Transferred	\$ 49,000							\$ 49,000		\$ 49,000
		Appropriated not Transferred	\$ -							\$ -		\$ -
		Programmed	\$ -							\$ -		\$ -
	<b>Total</b>	\$ 49,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 49,000	\$ -	\$ -	\$ 49,000
24	Living Alleys Community Challenge Grants	Transferred	\$ 49,000							\$ 49,000		\$ 49,000
		Appropriated not Transferred	\$ 3,000,000							\$ 3,000,000		\$ 3,000,000
		Programmed	\$ 500,000							\$ 500,000		\$ 500,000
	<b>Total</b>	\$ 3,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,500,000	\$ 500,000	\$ 4,000,000	
24.1	Living Alleys Community Challenge Grants	Transferred	\$ 3,500,000							\$ 3,500,000		\$ 3,500,000
		Appropriated not Transferred	\$ -							\$ -		\$ -
		Programmed	\$ -							\$ -		\$ -
	<b>Total</b>	\$ 3,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,500,000	\$ -	\$ -	
25	Better Market Street - Market from 10th to Octavia	Transferred	\$ 500,000							\$ 500,000		\$ 500,000
		Appropriated not Transferred	\$ 1,500,000							\$ 1,500,000		\$ 1,500,000
		Programmed	\$ 500,000							\$ 500,000		\$ 500,000
	<b>Total</b>	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ -	\$ 2,000,000	
26	Page Street Neighborhood	Transferred	\$ -							\$ -		\$ -
		Appropriated not Transferred	\$ -							\$ -		\$ -
		Programmed	\$ -							\$ -		\$ -
	<b>Total</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
26.1	Page Street Neighborhood	Transferred	\$ 1,000,000							\$ 1,000,000		\$ 1,000,000
		Appropriated not Transferred	\$ -							\$ -		\$ -
		Programmed	\$ -							\$ -		\$ -
	<b>Total</b>	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ -	\$ 1,000,000	
26.2	Page Street Neighborhood	Transferred	\$ 250,000							\$ 250,000		\$ 250,000
		Appropriated not Transferred	\$ -							\$ -		\$ -
		Programmed	\$ -							\$ -		\$ -
	<b>Total</b>	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250,000	\$ -	\$ 250,000	

Revenue and Expenditure

	THROUGH FY24	FY25 (CURRENT YEAR)	FY26 (BUDGET YEAR1)	FY27 (BUDGET YEAR2)	FY28	FY29	FY30	FY26-FY30	THROUGH FY30	FY31-FY35	THROUGH FY35
<b>27 Patricia's Green Redesign Art Project</b>											
ARTS											
Transferred	\$ 360,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 360,000	\$ -	\$ 360,000
Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ 300,000
<b>Total</b>	<b>\$ 360,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 360,000</b>	<b>\$ 300,000</b>	<b>\$ 660,000</b>
<b>28 Market/Octavia Plazas Rotating Art Project</b>											
ARTS											
Transferred	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ -	\$ 50,000
Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ 50,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 50,000</b>	<b>\$ -</b>	<b>\$ 50,000</b>
<b>29 Pedestrian Improvements Franklin and Gough Intersections</b>											
MTA											
Transferred	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250,000	\$ -	\$ 250,000
Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ 250,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 250,000</b>	<b>\$ -</b>	<b>\$ 250,000</b>
<b>30 Upper Market Pedestrian Improvements</b>											
DPW											
Transferred	\$ 2,088,157	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,088,157	\$ -	\$ 2,088,157
Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ 2,088,157</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,088,157</b>	<b>\$ -</b>	<b>\$ 2,088,157</b>
<b>30.1 Upper Market Pedestrian Improvements</b>											
MTA											
Transferred	\$ 2,217,100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,217,100	\$ -	\$ 2,217,100
Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ 2,217,100</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,217,100</b>	<b>\$ -</b>	<b>\$ 2,217,100</b>
<b>31 Preadevelopment-Upper Market Pedestrian Improvements</b>											
MTA											
Transferred	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ -	\$ 50,000
Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ 50,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 50,000</b>	<b>\$ -</b>	<b>\$ 50,000</b>
<b>32 Re-establish Octavia Boulevard ROW with Hayward Park</b>											
DCP											
Transferred	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,000	\$ -	\$ 150,000
Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ 150,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 150,000</b>	<b>\$ -</b>	<b>\$ 150,000</b>
<b>33 Sidewalk Greening Program</b>											
DPW											
Transferred	\$ 700,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 700,000	\$ -	\$ 700,000
Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 600,000	\$ 600,000
<b>Total</b>	<b>\$ 700,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 700,000</b>	<b>\$ 600,000</b>	<b>\$ 1,300,000</b>
<b>34 Streetscape Enhancement Fund</b>											
DPW											
Transferred	\$ 2,350,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,350,000	\$ -	\$ 2,350,000
Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ 2,350,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,350,000</b>	<b>\$ -</b>	<b>\$ 2,350,000</b>
<b>34.1 Streetscape Enhancement Fund</b>											
MTA											
Transferred	\$ 2,350,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,350,000	\$ -	\$ 2,350,000
Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ 2,350,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,350,000</b>	<b>\$ -</b>	<b>\$ 2,350,000</b>

Revenue and Expenditure		THROUGH FY24	FY25 (CURRENT YEAR)	FY26 (BUDGET YEAR 1)	FY27 (BUDGET YEAR 2)	FY28	FY29	FY30	FY26-FY30	THROUGH FY30	FY31-FY35	THROUGH FY35
35	Koshland Park Access Improvements											
	MTA											
	Transferred	\$ 450,000										
	Appropriated not Transferred	\$ -										
	Programmed	\$ -										
	Total	\$ 450,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 450,000	\$ -	\$ 450,000
36	Van Ness BRT - Van Ness and Mission ped.											
	MTA											
	Transferred	\$ 500,000										
	Appropriated not Transferred	\$ -										
	Programmed	\$ -										
	Total	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ -	\$ 500,000
37	Neighborhood Heritage Program											
	DGP											
	Transferred	\$ 50,000										
	Appropriated not Transferred	\$ -										
	Programmed	\$ -										
	Total	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ -	\$ 50,000
38	Octavia Boulevard Irrigation System											
	DPW											
	Transferred	\$ 100,000										
	Appropriated not Transferred	\$ -										
	Programmed	\$ -										
	Total	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ 100,000
39	HUB Public Realm Improvements Plan											
	DPW											
	Transferred	\$ 6,000,000										
	Appropriated not Transferred	\$ 5,468,372										
	Programmed	\$ -										
	Total	\$ 11,468,372	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,468,372	\$ 2,239,306	\$ 13,707,678
39.2	13th Street											
	MTA											
	Transferred	\$ 175,000										
	Appropriated not Transferred	\$ 1,604,231										
	Programmed	\$ -										
	Total	\$ 1,779,231	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,779,231	\$ -	\$ 1,779,231
40	Expenditure Sub Total	\$ 37,874,860	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40,055,733	\$ 3,639,306	\$ 43,695,039
41	Category Annual Balance	\$ (14,797,401)	\$ 58,400	\$ 17,600	\$ (94,493)	\$ 2,266,400	\$ 1,015,200	\$ 4,624,000	\$ 7,605,707	\$ (7,730,294)	\$ 7,730,294	\$ -
42	Category Cumulative Balance	\$ (14,797,401)	\$ (14,739,001)	\$ (14,721,401)	\$ (15,635,894)	\$ (13,369,494)	\$ (12,354,294)	\$ (7,730,294)	\$ (7,730,294)	\$ (7,730,294)	\$ -	\$ -

Revenue and Expenditure		THROUGH FY24		FY25 (CURRENT YEAR)		FY26 (BUDGET YEAR 1)		FY27 (BUDGET YEAR 2)		FY28		FY29		FY30		FY26-FY30		THROUGH FY30		THROUGH FY35	
		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
<b>43</b>	<b>Revenue</b>	\$	\$	11,227,513	27,200	8,000	602,400	1,080,800	480,000	2,201,600	4,372,800	15,627,513	5,125,600	20,753,113							
	<b>Expenditure</b>	\$	\$																		
44	Hayward Park			7,984,000																	
	RPD			7,984,000																	
	Transferred																				
	Appropriated not Transferred																				
	Programmed																				
	Total			7,984,000																	
45	Brady Block Park - design			200,000																	
	DCP			200,000																	
	Transferred																				
	Appropriated not Transferred																				
	Programmed																				
	Total			200,000																	
46	Community Challenge Grant			100,000																	
	ADM			100,000																	
	Transferred																				
	Appropriated not Transferred																				
	Programmed																				
	Total			100,000																	
47	Buchanan Street Mall			3,615,000																	
	RPD			3,615,000																	
	Transferred																				
	Appropriated not Transferred																				
	Programmed																				
	Total			3,615,000																	
48	HUB Open Space Improvements Fund			498,810																	
	RPD			498,810																	
	Transferred																				
	Appropriated not Transferred																				
	Programmed																				
	Total			498,810																	
48.25	Rachele Sullivan Park (formally 11th and Natoma Park)			1,000,000																	
	RPD			1,000,000																	
	Transferred																				
	Appropriated not Transferred																				
	Programmed																				
	Total			1,000,000																	
48.5	Civic Center			3,100,000																	
	RPD			3,100,000																	
	Transferred																				
	Appropriated not Transferred																				
	Programmed																				
	Total			3,100,000																	
48.75	Koshland Park																				
	RPD																				
	Transferred																				
	Appropriated not Transferred																				
	Programmed																				
	Total																				
48.9	Other Open Space																				
	RPD																				
	Transferred																				
	Appropriated not Transferred																				
	Programmed																				
	Total																				
<b>49</b>	<b>Expenditure Sub Total</b>			16,005,060				505,250				16,508,310	4,524,345	21,032,655							
<b>50</b>	<b>Category Annual Balance</b>			(4,775,547)	27,200	8,000	602,400	575,550	480,000	2,201,600	3,887,950	(880,971)	885,255	4,458							
<b>51</b>	<b>Category Cumulative Balance Per Year</b>			(4,775,547)	(4,748,347)	(4,740,347)	(4,137,947)	(3,562,397)	(3,082,397)	(880,971)	(880,971)	(880,971)	(880,971)	(880,971)	(880,971)	(880,971)	(880,971)	(880,971)	(880,971)	(880,971)	(880,971)

**Revenue and Expenditure**

**Child Care**

	THROUGH FY24	FY25 (CURRENT YEAR)	FY26 (BUDGET YEAR 1)	FY27 (BUDGET YEAR 2)	FY28	FY29	FY30	FY26-FY30 THROUGH FY30	FY31-FY35 THROUGH FY35		
<b>52 Revenue</b>	\$ 4,183,667	\$ 10,400	\$ 3,200	\$ 228,800	\$ 411,200	\$ 181,600	\$ 836,800	\$ 1,661,600	\$ 5,635,667	\$ 2,053,600	\$ 7,992,267
<b>Expenditure</b>											
<b>53 OECE Child Care NOFA Program</b>											
Transferred	\$ 1,273,000								\$ 1,273,000		\$ 1,273,000
Appropriated not Transferred	\$ 4,086,000								\$ 4,086,000		\$ 4,086,000
Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>55 Expenditure Sub Total</b>	\$ 6,081,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,081,000	\$ -	\$ 6,081,000
<b>56 Category Annual Balance</b>	\$ (1,897,333)	\$ 10,400	\$ 3,200	\$ 228,800	\$ 411,200	\$ 181,600	\$ 836,800	\$ 1,661,600	\$ (25,333)	\$ 1,945,600	\$ 1,720,267
<b>57 Category Cumulative Balance</b>	\$ (1,886,938)	\$ (1,883,783)	\$ (1,654,933)	\$ (1,245,733)	\$ (1,067,133)	\$ (825,533)	\$ (525,333)	\$ (225,333)	\$ (25,333)	\$ (1,275,733)	\$ (1,275,733)

**Program Administration**

<b>58 Revenue</b>	\$ 2,744,299	\$ 6,400	\$ 1,600	\$ 144,000	\$ 257,600	\$ 114,400	\$ 524,000	\$ 1,041,600	\$ 3,792,299	\$ 1,221,600	\$ 5,013,899
<b>Expenditure</b>											
<b>59 Admin Fees</b>											
Transferred	\$ 1,095,098								\$ 1,095,098		\$ 1,095,098
Appropriated not Transferred	\$ 3,106,150								\$ 3,106,150		\$ 3,106,150
Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	\$ 4,201,248	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,201,248	\$ -	\$ 4,201,248
<b>60 Admin Fees Transferred back to Programs</b>	\$ 962,902								\$ 962,902		\$ 962,902
Transferred	\$ -								\$ -		\$ -
Appropriated not Transferred	\$ -								\$ -		\$ -
Programmed	\$ -								\$ -		\$ -
<b>Total</b>	\$ 962,902	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 962,902	\$ -	\$ 962,902
<b>61 Expenditure Sub Total</b>	\$ 5,182,850	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,182,850	\$ -	\$ 5,182,850

<b>62 Category Balance Per Year</b>	\$ (2,438,551)	\$ 6,400	\$ 1,600	\$ 144,000	\$ 257,600	\$ 114,400	\$ 524,000	\$ 1,041,600	\$ (1,390,551)	\$ 1,221,600	\$ (68,951)
<b>63 Category Cumulative Balance Per Year</b>	\$ (2,438,551)	\$ (2,432,151)	\$ (2,430,551)	\$ (2,286,551)	\$ (2,028,951)	\$ (1,694,551)	\$ (1,390,551)	\$ (1,390,551)	\$ (1,390,551)	\$ (68,951)	\$ (68,951)

**Overall Cashflow**

	THROUGH FY24	FY25 (CURRENT YEAR)	FY26 (BUDGET YEAR 1)	FY27 (BUDGET YEAR 2)	FY28	FY29	FY30	FY26-FY30 THROUGH FY30	FY31-FY35 THROUGH FY35		
<b>64 Area Total Revenue</b>	\$ 54,003,966	\$ 131,200	\$ 39,200	\$ 2,873,600	\$ 5,149,800	\$ 2,296,000	\$ 10,495,200	\$ 20,852,800	\$ 74,986,966	\$ 25,779,800	\$ 100,776,766
<b>65 Area Total Expenditures (both transferred and deferred)</b>	\$ 82,608,399	\$ -	\$ -	\$ 2,180,893	\$ 595,250	\$ -	\$ -	\$ 2,686,143	\$ 85,294,542	\$ 13,647,250	\$ 98,941,792
<b>66 Area Annual Balance</b>	\$ (28,604,433)	\$ 131,200	\$ 39,200	\$ 692,707	\$ 4,645,550	\$ 2,296,000	\$ 10,495,200	\$ 18,166,657	\$ (30,307,576)	\$ 32,145,550	\$ 1,837,974
<b>67 Area Cumulative Balance</b>	\$ (28,604,433)	\$ (28,473,233)	\$ (28,435,033)	\$ (27,742,326)	\$ (23,086,776)	\$ (20,802,776)	\$ (10,307,576)	\$ (10,307,576)	\$ (1,837,974)	\$ 1,837,974	\$ -



# RINCON HILL

## Background and Highlights

The Rincon Hill Plan, adopted in 2005, created a high-density new mixed-use neighborhood in a commercial area formerly overshadowed by the Embarcadero Freeway with housing, a retail main street on Folsom Street, new parks, and a range of services and amenities. The plan enabled over 2,500 additional residential units in the Rincon Hill neighborhood, situated between Downtown and the Bay Bridge. Since the plan was adopted over 1,900 units have been built.

## COMMUNITY BENEFITS FUNDING

Projects in the Plan Area are subject to the Rincon Hill community infrastructure impact fees. Separately (and outside of the jurisdiction if IPIC) development projects pay into the SoMa Stabilization Fee which is administered by the Mayor’s Office of Housing and Community Development (MOHCD).

Most fee revenue expected to be generated from the Rincon Hill Area Plan has been received totaling roughly \$33,000,000 including in-kind improvements.

The Planning Department projects about \$2,005,000 in impact fee revenue available for infrastructure impact fees between FY25 and FY30. 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.

## Project Descriptions

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

Streetscape improvements on Fremont between Folsom and Harrison. Improvements include widening sidewalks to 15’, new trees and understory planting, and corner 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. Public Works has started meeting with the community to identify potential improvements that may still be needed along this corridor.

### **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.



## 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



## 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 FY24- and Prior -- Projected FY25 and Forward											
	THROUGH FY24	FY25 (CURRENT YEAR)	FY25 (BUDGET YEAR 1)	FY28	FY29	FY30	FY26-FY30	THROUGH FY30	FY31-FY35	THROUGH FY35	
1 GENERAL	\$ 19,413,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,413,000	\$ -	\$ -	19,413,000
2 COMPLETE STREETS	\$ 8,998,000	\$ -	\$ 226,000	\$ -	\$ 482,000	\$ 906,000	\$ 1,584,000	\$ 10,582,000	\$ 1,232,770	\$ -	11,814,770
3 RECREATION AND OPEN SPACE	\$ 1,824,000	\$ -	\$ 416,000	\$ -	\$ 92,000	\$ 183,000	\$ 321,000	\$ 2,145,000	\$ 248,900	\$ -	2,393,900
4 ADMIN	\$ 1,312,000	\$ -	\$ 14,000	\$ -	\$ 29,000	\$ 57,000	\$ 100,000	\$ 1,412,000	\$ 77,900	\$ -	1,489,900
5 Total	\$ 31,547,000	\$ -	\$ 266,000	\$ -	\$ 573,000	\$ 1,146,000	\$ 2,005,000	\$ 33,552,000	\$ 3,559,700	\$ -	35,111,700
ABRG Total	\$ 1,816,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,816,000	\$ -	\$ -	1,816,000
In-kind Total	\$ 2,289,000	\$ -	\$ 266,000	\$ -	\$ 573,000	\$ 1,146,000	\$ 2,005,000	\$ 29,407,000	\$ 1,559,700	\$ -	30,966,700
Cash Total	\$ 27,402,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 29,407,000	\$ 1,559,700	\$ -	30,966,700

Expenditures: Appropriations FY24 and Prior - Planned FY25 and Forward											
	THROUGH FY24	FY25 (CURRENT YEAR)	FY25 (BUDGET YEAR 1)	FY28	FY29	FY30	FY26-FY30	THROUGH FY30	FY31-FY35	THROUGH FY35	
6 Streetscape Priority 1 - Harrison Street and Fremont Street	\$ 12,265,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	12,265,000
7 Streetscape / Public Realm Priority 2	\$ 8,998,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,998,000	\$ -	\$ -	8,998,000
8 Guy Place Park Design and Construct	\$ 4,236,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,836,000	\$ -	\$ -	4,836,000
9 Program Administration	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
11 25th Transfer to SOMA Stabilization Fund	\$ 6,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,000,000	\$ -	\$ -	6,000,000
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 Folson 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
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-

Cash Flow (including appropriations not receiving cash transfers)											
	THROUGH FY24	FY25 (CURRENT YEAR)	FY25 (BUDGET YEAR 1)	FY28	FY29	FY30	FY26-FY30	THROUGH FY30	FY31-FY35	THROUGH FY35	
15 Revenue Totals	\$ 31,547,000	\$ -	\$ 266,000	\$ -	\$ 573,000	\$ 1,146,000	\$ 2,005,000	\$ 33,552,000	\$ 3,559,700	\$ -	35,111,700
16 Total Expenditures	\$ 34,708,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 34,708,000	\$ -	\$ -	34,708,000
17 Annual Surplus (Deficit)	\$ (3,161,000)	\$ -	\$ 266,000	\$ -	\$ 573,000	\$ 1,146,000	\$ 2,005,000	\$ (1,156,000)	\$ 1,559,700	\$ -	403,700
18 Cumulative Surplus (Deficit)	\$ (3,161,000)	\$ (3,161,000)	\$ (2,895,000)	\$ (2,875,000)	\$ (2,302,000)	\$ (1,156,000)	\$ (1,156,000)	\$ (1,156,000)	\$ -	\$ -	403,700

# SOUTH OF MARKET

## Background and Highlights

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.

Originally, the Central SoMa Area Plan was part of the Eastern Neighborhoods Area Plan, a comprehensive plan adopted in 2008. The Eastern Neighborhoods Area Plan was a citywide effort to balance residential development, industrial preservation, and community needs. The Eastern Neighborhoods Plan was comprised of East SoMa, Western SoMa, Mission, Showplace Square/Potrero Hill, and the Central Waterfront.

This marks the fifth year since South of Market (SoMa) was separated from the Eastern Neighborhoods planning framework to allow for the implementation of the Western SoMa, Central SoMa, and East SoMa Plans. Similarly, the SoMa Community Advisory Committee (SoMa CAC) has been active since 2019, following the adoption of the Central SoMa Plan.

The Central SoMa Plan 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 mechanism.

The SoMa Philipinas 2023 CHESS report lays out strategies to preserve SoMa's Cultural Heritage. Specific infrastructure projects identified in the CHESS report could be eligible for funding with area plan impact fees. For info visit here: <https://tinyurl.com/msdr9uuc>. For more information on Central SoMa Area Plan, visit the project website: <https://sfplanning.org/central-soma-plan>

## SOMA COMMUNITY PLANNING ADVISORY COMMITTEE (SOMA CAC)

The SoMa Community Planning Advisory Committee

(SoMa CAC) is currently seated with 7 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. In June the SoMa CAC and SoMa Community Stabilization Fund CAC held a joint meeting to learn about the respective CACs and to review the SOMA Community Stabilization Fund Strategic Plan Report and review the MOHCD Pipeline Report

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 December CAC meeting for the which the SoMa Expenditure Plan was presented had general questions about how impact fee revenue is prioritized in SoMa as the funds are received. They also wanted to know what efforts were being made to backfill funding for projects that had been expected to use impact fee revenue.

## COMMUNITY BENEFITS FUNDING

Projects are subject to various impact fees designed to fund infrastructure and community services. Projects in all of the SoMa Plan areas are subject to the Eastern Neighborhood Infrastructure Impact Fee, whereas only projects within the Central SoMa Area Plan are subject to the Central SoMa Infrastructure Impact Fee and the Central SoMa Community Services Facilities Fee.

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 FY30, 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.

## 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. From 2022 to 2024, the Planning Department convened the Railyards Working Group (RWG) to establish shared community priorities and develop public realm improvement concepts for the neighborhood surrounding the Railyards site. In parallel, Caltrain completed a Preliminary Business Case to evaluate the technical constraints and feasibility of facilitating the operational needs of the 2040 Service Vision and enabling a range of site development scenarios. Caltrain and Prologis are continuing this collaboration, in partnership with public agencies, to conduct public outreach and advance mixed-use transit-oriented development concepts for the site, which will likely include housing, office, commercial spaces, open space, and community facilities, as well as new streets and pathways to connect SOMA, Showplace Square, and Mission Bay. An initial Project Application is anticipated in 2025.

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

### SOMA PILIPINAS CHHESS AFFORDABLE HOUSING AND HOUSING ELEMENT IMPLEMENTATION (HEI) PLAN

The goal of the SOMA Pilipinas CHHESS Affordable Housing/ HEI Plan is to serve as an implementation document for the community and city to identify potential actions, steps, and partners required to act on the community-identified goals related to housing and land use from the SOMA Pilipinas CHHESS Report.

This plan while still in draft form, builds on the Housing section of the Cultural District's CHHESS. There was a need to align and advance the community's goals with the 2022 Housing Element. SOMA Pilipinas partnered with SOMCAN to write with the plan and develop shared priorities with the City. Staff from Planning & MOHCD and provided comments on the draft in October 2024. Both departments are currently discussing areas of potential collaboration, including on the proposed legislation that would change the commercial land use requirements in z Central SOMA & Transit Center District

### SOMA PILIPINAS MASTER PLAN

In August 2024, as part of their CHHESS strategy implementation SOMA Pilipinas and their consultant SWA presented the Cultural District's Masterplan to SFMTA, Planning and San Francisco Public Works. One of the priorities in the plan is to turn Russ Street into a pedestrian-friendly neighborhood street with streetscape improvements and cultural identification elements. SOMA Pilipinas requested feedback from Planning, SFMTA and San Francisco Public Works to assess City alignment with this project. Their goal is to ensure that the Cultural District's Master Plan is considered while working toward the various department's respective plans, reports, and strategies.

## PROJECT DESCRIPTIONS

### 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, bulb-outs, 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).

Permanent Folsom Street improvements is under construction. Howard Street segments are currently in design with construction planned to commence summer 2025.

### **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:**

- \$64,900,000 total
- \$9,069,000 appropriated not yet transferred
- \$55,905,000 programmed FY27 through FY35

### **SOMA STREET IMPROVEMENT PROJECTS (EXPENDITURE PLAN LINE ITEM NO G.2.1 AND G.2.2)**

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 \$55,436,000
- \$160,000 transferred
- \$9,189,000 appropriated not transferred
- \$46,086,000 programmed through FY35

**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. REC 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 will 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 and landscape, and a playground.

**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 began in spring 2024. The new facility is expected to be open in the fall of 2026. This project is a named park in the 2020 Health and Recovery G.O. Bond and has received \$30 million in Bond funding and 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
- \$25,000,000 transferred
- \$2,800,000 appropriated not transferred

**RACHELE SULLIVAN PARK (FORMALLY 11TH & NATOMA PARK) (MAP/ EXPENDITURE PLAN LINE ITEM NO.45)**

RPD acquired 11th & Natoma in 2018 to construct a new park. As proposed, the new park will include a half-basketball court, fitness area, children’s play area, tables and seating throughout, and many ways to comfortably enjoy a respite from the dense, urban environment among lush plantings. The design takes into consideration the needs of the rapidly growing neighborhood in the context of other new open spaces being developed by public and private developers in the area. RPD is also working with the Arts Commission on a plan to include a highly visible arts component.

**Project Origin:**

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

**Project Status and Delivery:**

Park planning phase, community outreach and environmental review are complete, and the project is at 60% design. In July 2024 the Recreation and Parks Commission voted to name the park Rachele Sullivan Park after a community-led park naming process. The project is expected to be ready for bid in spring 2025 pending impact fee availability

**Total Costs:**

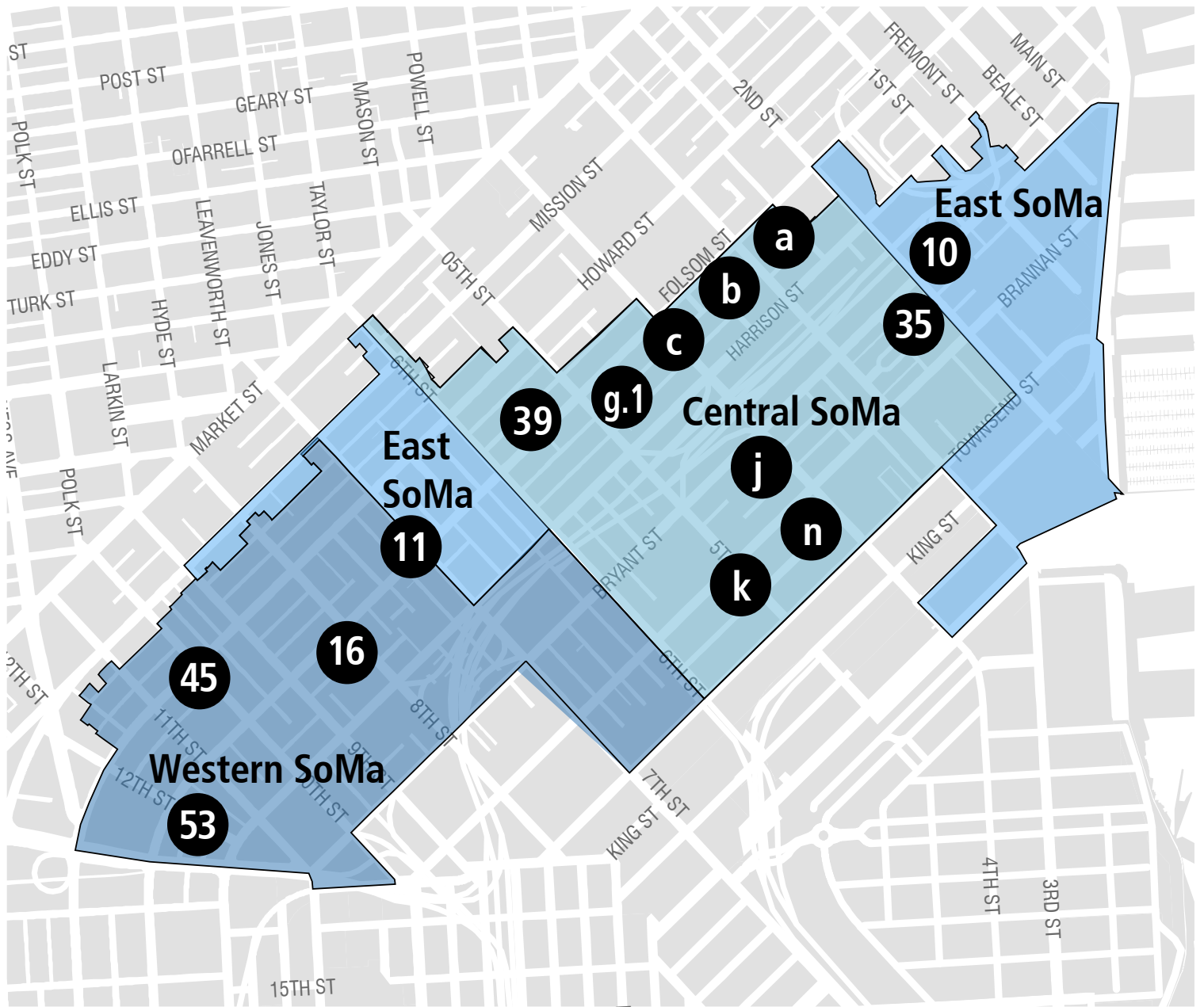
\$23,400,000 for acquisition and park creation

**IPIC Funds:**

- \$548,000 received
- \$7,962,000 pending
- \$3.6 MILLION MARKET OCTAVIA IMPACT FEES PROGRAMMED THROUGH FY30

**240 SIXTH STREET (ADJACENT TO GENE FRIEND)**

RPD acquired 240 6th Street in the fall of 2024 for \$7.4 million, including credit from the owner for site remediation. This site is located in east SoMa, a high needs neighborhood and Environmental Justice Community. The new site will enable REC to expand a heavily used facility in a rapidly growing area and to enhance the recreational amenities currently on offer in the neighborhood. While funding for planning and development will need to be identified, funds for site remediation are available. Remediation of the site will occur prior to park development.



## 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

## SOUTH OF MARKET

1. Gene Friend Recreation Center Rendering
2. Gene Friend Renovation Construction
3. Rachele Sullivan Park Rendering
4. SF Railyards Project Map

Photo credits: (1-3) SF Rec Park; (4) SF Planning

### Revenue And Expenditure

Revenue Summary: Actuals Through FY24, Projected FY25 and forward

AGENCY	THROUGH FY24	FY 25 (CURRENT YEAR)	FY 26 (BUDGET YEAR 1)	FY 27 (BUDGET YEAR 2)	FY 28	FY 29	FY 30	FY 26-FY30	THROUGH FY30	FY 31-FY35	THROUGH FY35
HOUSING	\$ 5,772,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,772,000	\$ -	\$ 5,772,000
TRANSPORTATION / TRANSIT	\$ 11,543,000	\$ -	\$ 34,000	\$ 631,000	\$ 369,000	\$ 285,000	\$ 12,015,000	\$ 13,334,000	\$ 24,877,000	\$ 41,965,000	\$ 66,842,000
COMPLETE STREETS	\$ 22,838,000	\$ -	\$ 38,000	\$ 1,230,000	\$ 978,000	\$ 416,000	\$ 10,795,000	\$ 13,457,000	\$ 36,295,000	\$ 35,716,000	\$ 72,011,000
RECREATION AND OPEN SPACE	\$ 21,694,000	\$ -	\$ 35,000	\$ 1,626,000	\$ 1,441,000	\$ 473,000	\$ 7,148,000	\$ 10,157,000	\$ 32,441,000	\$ 21,337,000	\$ 53,778,000
CHILDCARE	\$ 3,036,000	\$ -	\$ 6,000	\$ 229,000	\$ 198,000	\$ 69,000	\$ 1,222,000	\$ 1,724,000	\$ 4,760,000	\$ 3,772,000	\$ 8,532,000
LIBRARY	\$ 148,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 148,000	\$ -	\$ 148,000
ADMIN	\$ 3,219,000	\$ -	\$ 6,000	\$ 195,000	\$ 158,000	\$ 66,000	\$ 1,643,000	\$ 2,063,000	\$ 5,287,000	\$ 5,609,000	\$ 10,896,000
<b>TOTAL</b>	\$ 69,972,000	\$ -	\$ 119,000	\$ 3,913,000	\$ 5,144,000	\$ 3,359,000	\$ 32,857,000	\$ 41,940,000	\$ 105,432,000	\$ 106,195,000	\$ 217,631,000

### Central SoMa Fees

AGENCY	FY 25 (BUDGET YEAR 1)	FY 26 (BUDGET YEAR 2)	FY 27	FY 28	FY 29	FY 30	FY 26-FY30	THROUGH FY30	FY 31-FY35	THROUGH FY35
Central SoMa Community Bill/Hex Fee	\$ 655,000	\$ -	\$ -	\$ 131,000	\$ 252,000	\$ -	\$ 2,306,000	\$ 2,689,000	\$ 3,944,000	\$ 7,594,000
Central SoMa Infrastructure Fee	\$ 554,000	\$ -	\$ -	\$ 321,000	\$ 13,000	\$ -	\$ 1,750,000	\$ 2,086,000	\$ 2,640,000	\$ -
Info to Transit	\$ 484,250	\$ -	\$ -	\$ 280,875	\$ 11,375	\$ -	\$ 1,533,000	\$ 1,825,250	\$ 2,310,000	\$ -
Info to Rec and Open Space	\$ 69,250	\$ -	\$ -	\$ 40,125	\$ 1,625	\$ -	\$ 219,000	\$ 260,750	\$ 330,000	\$ -

### MELLO ROOS

AGENCY	THROUGH FY24	FY 25 (CURRENT YEAR)	FY 26 (BUDGET YEAR 1)	FY 27 (BUDGET YEAR 2)	FY 28	FY 29	FY 30	FY 26-FY30	THROUGH FY30	FY 31-FY35	THROUGH FY35
HOUSING	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TRANSPORTATION / TRANSIT	\$ -	\$ -	\$ -	\$ 13,434	\$ 12,278	\$ 11,181	\$ 10,123	\$ 46,996	\$ 46,996	\$ 120,901,862	\$ 120,948,858
COMPLETE STREETS	\$ -	\$ -	\$ -	\$ 915	\$ 837	\$ 762	\$ 690	\$ 3,204	\$ 3,204	\$ 8,216,043	\$ 8,219,247
RECREATION AND OPEN SPACE	\$ -	\$ -	\$ -	\$ 3,983	\$ 3,628	\$ 3,203	\$ 2,991	\$ 13,885	\$ 13,885	\$ 35,602,862	\$ 35,649,748
ENVIRONMENTAL AND SUSTAINABILITY	\$ -	\$ -	\$ -	\$ 5,183	\$ 4,744	\$ 4,320	\$ 3,911	\$ 18,158	\$ 18,158	\$ 46,557,676	\$ 46,575,734
CULTURAL PRESERVATION AND COMMUNITY FACILITIES	\$ -	\$ -	\$ -	\$ 6,402	\$ 5,860	\$ 5,336	\$ 4,832	\$ 22,430	\$ 22,430	\$ 57,522,300	\$ 57,534,730
CHILDCARE	\$ -	\$ -	\$ -	\$ 610	\$ 558	\$ 508	\$ 460	\$ 2,136	\$ 2,136	\$ 5,473,362	\$ 5,479,498
ADMINISTRATION	\$ -	\$ -	\$ -	\$ 1,605	\$ 1,469	\$ 1,337	\$ 1,211	\$ 5,622	\$ 5,622	\$ 14,414,110	\$ 14,419,732
<b>Total Pay Go</b>	\$ -	\$ -	\$ -	\$ 32,090	\$ 29,374	\$ 26,749	\$ 24,219	\$ 112,432	\$ 112,432	\$ 5,062,206	\$ 5,174,638
<b>Total Bond</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 283,220,000
<b>TOTAL</b>	\$ -	\$ -	\$ -	\$ 32,090	\$ 29,374	\$ 26,749	\$ 24,219	\$ -	\$ -	\$ 288,282,206	\$ 288,394,638

(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 FY 2030-31 is secured by special tax revenues from developments estimated to begin collecting special taxes in FYE 2027 and 2031.  
 Second estimated bond issuance in FY 2033-34 is secured by special tax revenues from developments estimated to begin collecting special taxes in FYE 2034.





AGENCY

Revenue And Expenditure

Recreation and Open Space

THROUGH FY24 FY25 (CURRENT YEAR) FY26 (BUDGET YEAR 1) FY27 (BUDGET YEAR 2) FY29 FY30 FY26-FY30 THROUGH FY20 THROUGH FY25

	THROUGH FY24	FY25 (CURRENT YEAR)	FY26 (BUDGET YEAR 1)	FY27 (BUDGET YEAR 2)	FY29	FY30	FY26-FY30	THROUGH FY20	THROUGH FY25		
Revenue EN Impact Fee (Soma Only)	\$ 21,884,000	\$ -	\$ 35,000	\$ 1,626,000	\$ 1,441,000	\$ 473,000	\$ 7,182,000	\$ 10,757,000	\$ 32,441,000	\$ 21,337,000	\$ 53,778,000
Revenue Soma Infra Fee	\$ 69,250	\$ -	\$ -	\$ 40,125	\$ 1,625	\$ -	\$ 219,000	\$ 260,750	\$ 330,000	\$ -	\$ 330,000
Revenue-Mello Roos	\$ -	\$ -	\$ -	\$ 3,983	\$ 3,628	\$ 3,303	\$ 2,991	\$ 13,885	\$ 13,885	\$ 35,602,852	\$ 35,616,728
Mello Roos	\$ -	\$ -	\$ 19,760	\$ 5,146,863	\$ 6,810,408	\$ 4,075,500	\$ 4,075,500	\$ 20,108,270	\$ 20,138,030	\$ -	\$ 20,138,030
Difference between previous projections and revised projections	\$ -	\$ -	\$ (19,760)	\$ (5,146,863)	\$ (6,806,444)	\$ (4,071,872)	\$ (4,072,197)	\$ (20,097,376)	\$ (20,117,136)	\$ -	\$ (20,117,136)
Revenue-Flower-Mart POPoS-In-Lien or In-Kind	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TSF Fee Credit Swap for In-Kind	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>REC AND OPEN SPACE REVENUE TOTAL</b>	\$ 21,953,250	\$ -	\$ 35,000	\$ 1,670,908	\$ 1,446,253	\$ 476,303	\$ 7,403,991	\$ 11,031,635	\$ 32,784,885	\$ 56,939,852	\$ 89,724,738
35 South Park	\$ 1,500,000										\$ 1,500,000
	Transferred										
	Appropriated not Transferred										
	Programmed										
<b>Total</b>	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	\$ -	\$ 1,500,000
37 Cost Estimating	\$ 128,000										\$ 128,000
	Transferred										
	Appropriated not Transferred										
	Programmed										
<b>Total</b>	\$ 128,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 128,000	\$ -	\$ 128,000
h Gene Friend / Soma Recreation Center	\$ 128,000										\$ 128,000
	Transferred										
	Appropriated not Transferred										
	Programmed										
<b>Total</b>	\$ 128,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 128,000	\$ -	\$ 128,000
45 Rechele Sullivan Park (formally "11th and Nakoma Park")	\$ 25,000,000										\$ 25,000,000
	Transferred										
	Appropriated not Transferred										
	Programmed										
<b>Total</b>	\$ 25,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,000,000	\$ -	\$ 25,000,000
45 New Park in Solva	\$ 2,800,000										\$ 2,800,000
	Transferred										
	Appropriated not Transferred										
	Programmed										
<b>Total</b>	\$ 2,800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,800,000	\$ -	\$ 2,800,000
53 Eagle Place (In-Kind)	\$ 27,800,000										\$ 27,800,000
	Transferred										
	Appropriated not Transferred										
	Programmed										
<b>Total</b>	\$ 27,800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 27,800,000	\$ -	\$ 27,800,000
45 Rechele Sullivan Park (formally "11th and Nakoma Park")	\$ 548,000										\$ 548,000
	Transferred										
	Appropriated not Transferred										
	Programmed										
<b>Total</b>	\$ 548,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 548,000	\$ -	\$ 548,000
45 New Park in Solva	\$ 7,962,000										\$ 7,962,000
	Transferred										
	Appropriated not Transferred										
	Programmed										
<b>Total</b>	\$ 7,962,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,962,000	\$ -	\$ 7,962,000
45 New Park in Solva	\$ 8,510,000										\$ 8,510,000
	Transferred										
	Appropriated not Transferred										
	Programmed										
<b>Total</b>	\$ 8,510,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,510,000	\$ -	\$ 8,510,000
53 Eagle Place (In-Kind)	\$ 300,000										\$ 300,000
	Transferred										
	Appropriated not Transferred										
	Programmed										
<b>Total</b>	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ 300,000
i Manalo Draves Park Programming	\$ 300,000										\$ 300,000
	Transferred										
	Appropriated not Transferred										
	Programmed										
<b>Total</b>	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ 300,000
53 Eagle Place (In-Kind)	\$ 1,500,000										\$ 1,500,000
	Transferred										
	Appropriated not Transferred										
	Programmed										
<b>Total</b>	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	\$ -	\$ 1,500,000
j Park at Weddy/Freelon/598 Bannan	\$ 1,500,000										\$ 1,500,000
	Transferred										
	Appropriated not Transferred										
	Programmed										
<b>Total</b>	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	\$ -	\$ 1,500,000
k 88 Blumone (Recreation Center above Aquatic Center)	\$ 38,500,000										\$ 38,500,000
	Transferred										
	Appropriated not Transferred										
	Programmed										
<b>Total</b>	\$ 38,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 38,500,000	\$ -	\$ 38,500,000







# 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.

## Community Benefits Funding

The Transit Center District Plan 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 \$14.19 million between FY26 and FY30 future towards construction of the Transbay Terminal projects and other streetscape, transit, and open space improvements. Of this amount, \$11.7 million are specifically allocated to TJPA-related projects, with the balance of \$2.4 million are to be allocated to other Transit Center related Projects.

The Planning Department projects about \$31 million in impact fee revenues available for infrastructure impact fees in the Transit Center District in the next five years. Nearly \$7.7 million of these impact fees are set aside for open space while the other \$24.2 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.

## 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 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.

## 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: Anticipated construction start 2025.
- Beale Street Phase 1: Anticipated advertisement in Winter 2025.
- Transit U Project: Anticipated construction start Winter 2025.

- Main Street Phase 1 Project approaching 95% design. Anticipated advertisement in Spring 2025.
- Transbay Howard Project approaching 95% design. Anticipated advertisement in Winter 2025

**Total Costs:**

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

**IPIC Funds:**

- \$41,366,385 total
- \$24,290,000 transferred
- \$10,496,000 appropriated not transferred

**CFD Funds:**

- \$76,135,962

**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 Portal 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 Portal and other transportation improvements in the vicinity of the transit center. The Transbay Joint Powers Authority (TJPA) is working to environmentally clear several configuration changes that will reduce the overall construction cost. This work, which will satisfy both the Federal and State requirements, is anticipated to be completed by fall 2025. 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 (FTA CIG) New Starts program. This is the first step of the FTA CIG’s three-part process to secure a significant federal funding contribution to deliver the project. In May 2024, the Federal Transit Administration (FTA) formally announced its acceptance of The Portal into the Engineering phase of the Capital Investment Grant (CIG) New Starts program and its commitment of \$3.38 billion in CIG funding.

**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 Portal 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.

## **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)

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

Improvements to Portsmouth Square will create a central community space that is safe and welcoming to all. The proposed project design was informed by community feedback with strong support from the Chinatown community. The proposed project will renovate the existing park and build a new children's play area, exercise equipment, plazas, shade structures, seating areas, wayfinding, sidewalks, landscaping, terraces, ramps, and a new 8,300-square-foot clubhouse building. The project will also replace the waterproof on 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 that connects Portsmouth Square with 750 Kearny Street.

**Project Origin:** The Transit Center District Plan

### **Project Status and Delivery:**

Environmental Review for the project was completed in 2022. Construction expected to begin mid-2025.

### **Total Costs:**

- \$72,000,000
- \$10.8 million from Transit Center Community Facilities District funding
- \$365 thousand from Transit Center Recreation and Open Space Impact Fee Fund

## **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:**

Funds have been transferred and spent

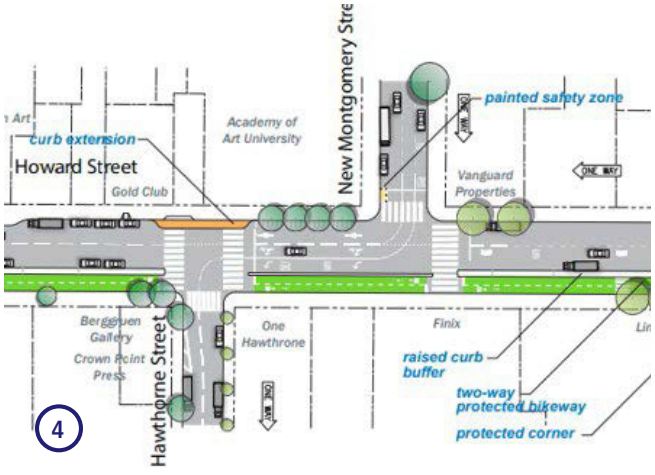
### **CFD Funds:**

\$3,030,000



## 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. Better Market Street

Photo credits: (1 - 3) RPD; (4-5) DPW

Transit Center - IPIC Expenditure Plan - FY 26 - FY 30

Revenue And Expenditure		FY 26 (BUDGET YEAR)										FY 27 (BUDGET YEAR)										FY 28 (BUDGET YEAR)										FY 29 (BUDGET YEAR)										FY 30 (BUDGET YEAR)										THROUGH FY30										THROUGH FY35									
		THROUGH FY24		FY 25 (CURRENT YEAR)		FY 26 (CURRENT YEAR)		FY 27 (CURRENT YEAR)		FY 28 (CURRENT YEAR)		FY 29 (CURRENT YEAR)		FY 30 (CURRENT YEAR)		THROUGH FY30		THROUGH FY35		THROUGH FY30		THROUGH FY35		THROUGH FY30		THROUGH FY35		THROUGH FY30		THROUGH FY35		THROUGH FY30		THROUGH FY35		THROUGH FY30		THROUGH FY35																																	
1	TRANSPORTATION / TRANSIT	\$	60,376,606	\$	-	\$	-	\$	-	\$	11,620,000	\$	-	\$	12,525,000	\$	24,145,000	\$	84,521,606	\$	37,184,000	\$	-	\$	27,500,000	\$	-	\$	27,500,000	\$	-	\$	27,500,000	\$	-	\$	27,500,000	\$	-	\$	121,705,606	\$	-	\$	121,705,606																										
2	In-Kind	\$	27,500,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	27,500,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	27,500,000	\$	-	\$	27,500,000																								
3	Cash	\$	32,876,606	\$	-	\$	-	\$	-	\$	11,620,000	\$	-	\$	11,620,000	\$	24,145,000	\$	57,021,606	\$	37,184,000	\$	-	\$	27,500,000	\$	-	\$	27,500,000	\$	-	\$	27,500,000	\$	-	\$	27,500,000	\$	-	\$	27,500,000	\$	-	\$	94,205,606	\$	-	\$	94,205,606																						
4	RECREATION AND OPEN SPACE	\$	21,678,000	\$	-	\$	-	\$	-	\$	3,736,000	\$	-	\$	3,736,000	\$	7,703,000	\$	29,381,000	\$	11,956,000	\$	-	\$	8,500,000	\$	-	\$	8,500,000	\$	-	\$	8,500,000	\$	-	\$	8,500,000	\$	-	\$	8,500,000	\$	-	\$	41,337,000	\$	-	\$	41,337,000																						
5	In-Kind	\$	8,500,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	8,500,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	8,500,000	\$	-	\$	8,500,000																						
6	Cash	\$	13,178,000	\$	-	\$	-	\$	-	\$	3,736,000	\$	-	\$	3,736,000	\$	7,703,000	\$	20,881,000	\$	11,956,000	\$	-	\$	8,500,000	\$	-	\$	8,500,000	\$	-	\$	8,500,000	\$	-	\$	8,500,000	\$	-	\$	8,500,000	\$	-	\$	32,876,606	\$	-	\$	32,876,606																						
3	<b>Total</b>	\$	82,054,606	\$	-	\$	-	\$	-	\$	15,356,000	\$	-	\$	15,356,000	\$	31,848,000	\$	113,902,606	\$	49,140,000	\$	-	\$	16,492,000	\$	-	\$	16,492,000	\$	-	\$	16,492,000	\$	-	\$	16,492,000	\$	-	\$	16,492,000	\$	-	\$	163,042,606	\$	-	\$	163,042,606																						
	<i>In-Kind</i>	\$	36,000,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	36,000,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	36,000,000	\$	-	\$	36,000,000																						
	<b>Cash</b>	\$	46,054,606	\$	-	\$	-	\$	-	\$	15,356,000	\$	-	\$	15,356,000	\$	31,848,000	\$	77,902,606	\$	49,140,000	\$	-	\$	16,492,000	\$	-	\$	16,492,000	\$	-	\$	16,492,000	\$	-	\$	16,492,000	\$	-	\$	16,492,000	\$	-	\$	127,042,606	\$	-	\$	127,042,606																						
<b>Transportation</b>																																																																							
1	Revenue	\$	60,376,606	\$	-	\$	-	\$	-	\$	11,620,000	\$	-	\$	12,525,000	\$	24,145,000	\$	84,521,606	\$	37,184,000	\$	-	\$	27,500,000	\$	-	\$	27,500,000	\$	-	\$	27,500,000	\$	-	\$	27,500,000	\$	-	\$	121,705,606	\$	-	\$	121,705,606																										
3	Transit Center Streetscape Plan - Project Management																																																																						
	Transferred	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-																								
	Appropriated not Transferred	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-																						
	Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-																						
	Total	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-																						
4	Downtown Rail Extension Design Work																																																																						
	Transferred	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-																				
	Appropriated not Transferred	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-																				
	Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-																				
	Total	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-																				
5	Streetscape Design and Construction (1)																																																																						
	Transferred	\$	24,290,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	24,290,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-																				
	Appropriated not Transferred	\$	6,580,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	6,580,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-																		
	Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-																		
	Total	\$	30,870,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	30,870,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-																		
6	Streetscape Design (Planning)																																																																						
	Transferred	\$	100,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	100,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-																		
	Appropriated not Transferred	\$	100,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	100,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-																		
	Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-																		
	Total	\$	200,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	200,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-																		
7	Phase IDTX																																																																						
	Transferred	\$	2,000,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	2,000,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-																		
	Appropriated not Transferred	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-																		
	Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-																		
	Total	\$	2,000,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	2,000,000	\$	-	\$	-	\$																																															





**Transit Center** - IPIC Expenditure Plan - FY26 - FY 30

Revenue And Expenditure		THROUGH BUDGET YEAR										THROUGH FY25					
		FY 25 (CURRENT YEAR)		FY 26 (BUDGET YEAR)		FY 27 (BUDGET YEAR)		FY 28		FY 29		FY 30		FY 31-FY35			
		1)										2)					
		THROUGH FY24										THROUGH FY20		THROUGH FY25			
12.75	Transit Delay Mitigation (Regional Transit)																
	[btd]																
	Transferred	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
	Appropriated not Transferred	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
	Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
	Total	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
13	Mid-Block Crossings (In-Kind - Transit Tower)																
	Transferred	\$	1,000,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
	Appropriated not Transferred	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
	Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
	Total	\$	1,000,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
14	Matamis (In-Kind - Transit Tower)																
	Transferred	\$	11,000,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
	Appropriated not Transferred	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
	Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
	Total	\$	11,000,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
15	Bus Boarding Island on Mission Street (In-Kind - Transit Tower)																
	Transferred	\$	500,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
	Appropriated not Transferred	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
	Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
	Total	\$	500,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
16	Transit Tower In-Kind Agreement																
	Transferred	\$	15,000,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
	Appropriated not Transferred	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
	Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
	Total	\$	15,000,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
16.5	TMA Guidelines																
	Transferred	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
	Appropriated not Transferred	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
	Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
	Total	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
	Transportation Expenditure Sub Total	\$	94,489,015	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
17	Category Balance Per Year	\$	(32,112,409)	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
18	Category Cumulative Balance	\$	(32,112,409)	\$	(32,112,409)	\$	(32,112,409)	\$	(32,112,409)	\$	(32,112,409)	\$	(32,112,409)	\$	(32,112,409)	\$	(32,112,409)

(1) 2nd Street (Line Item 12.05) now included as part of larger Streetscape line item (Line Item No. 5)

Transit Center - IPIC Expenditure Plan - FY 26 - FY 30

Revenue And Expenditure		THROUGH FY24	FY25 (CURRENT YEAR)	FY 26 (BUDGET YEAR	FY 27 (BUDGET YEAR	FY 28	FY 29	FY 30	FY26-FY30	THROUGH FY30	FY 31-FY35	THROUGH FY35			
				1)	2)										
19	Revenue	\$	21,678,000	\$	-	\$	-	\$	3,987,000	\$	25,645,000	\$	11,956,000	\$	37,601,000
<b>Expenditure</b>															
21	City Park (TJPA)														
	Transferred	\$	2,000,000												
	Appropriated not Transferred	\$	-												
	Programmed	\$	-												
	Total	\$	2,000,000												
23	Improvements to Downtown/Chinatown Parks														
	Transferred	\$	1,500,000												
	Appropriated not Transferred	\$	-												
	Programmed	\$	-												
	Total	\$	1,500,000												
24	Central Subway Open Space														
	Transferred	\$	7,000,000												
	Appropriated not Transferred	\$	-												
	Programmed	\$	-												
	Total	\$	7,000,000												
25	Pontmouth Square Improvements (RPD)														
	Transferred	\$	7,000,000												
	Appropriated not Transferred	\$	-												
	Programmed	\$	365,000												
	Total	\$	7,365,000												
26	Pontmouth Square Improvements (Planning)														
	Transferred	\$	365,000												
	Appropriated not Transferred	\$	-												
	Programmed	\$	-												
	Total	\$	365,000												

Revenue And Expenditure		THROUGH FY24	FY25 (CURRENT YEAR)	FY26 (BUDGET YEAR)	FY27 (BUDGET YEAR)	FY28	FY29	FY30	FY26-FY30	THROUGH FY20	FY31-FY35	THROUGH FY35
27	Gay 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										
	Appropriated not Transferred											
	Programmed											
	Total	\$ 8,500,000								\$ 8,500,000		\$ 8,500,000
29	2nd and Howard Park											
	[btd]											
	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)				\$ 3,796,000		\$ 3,967,000	\$ 7,157,000	\$ 6,208,000		\$ 11,956,000
30	Category Cumulative Balance	\$ (1,495,000)	\$ (1,495,000)	\$ (1,495,000)	\$ (1,495,000)	\$ 2,241,000	\$ 2,241,000	\$ 6,208,000	\$ 6,208,000	\$ 6,208,000		\$ 18,164,000

Cashflow (Including previous appropriations not receiving cash transfers)		THROUGH FY24	FY25 (CURRENT YEAR)	FY26 (BUDGET YEAR)	FY27 (BUDGET YEAR)	FY28	FY29	FY30	FY26-FY30	THROUGH FY20	FY31-FY35	THROUGH FY35
31	Revenue Totals	\$ 82,054,606				\$ 15,356,000		\$ 16,492,000	\$ 31,848,000	\$ 113,892,606		\$ 49,140,000
32	Total Expenditures (both transferred and appropriated not transferred)	\$ 116,662,015								\$ 115,662,015		\$ 12,096,385
33	Annual Surplus (Deficit)	\$ (33,607,409)				\$ 15,356,000		\$ 16,492,000	\$ 31,848,000	\$ (1,759,409)		\$ 35,284,206
34	Cummulate Suplus (Deficit)	\$ (33,607,409)	\$ (33,607,409)	\$ (33,607,409)	\$ (33,607,409)	\$ (18,251,409)	\$ (18,251,409)	\$ (1,759,409)	\$ (1,759,409)	\$ (1,759,409)		\$ 35,284,206

# VISITACION VALLEY

## Background and Highlights

In 1999, the Schlage Lock Company shuttered its San Francisco plant and headquarters after more than 70 years of operation. The closing of the location, which sat on more than 20 acres, resulted in the loss of hundreds of blue-collar jobs, but also presented an opportunity to reimagine the site as an interconnected and amenity-rich mixed-use community.

Initial planning for the site’s future was led by the Redevelopment Agency and included approximately \$50 million of public funding to offset the costs of soil and groundwater remediation, and the development of new roads, utilities, parks, pedestrian infrastructure, and affordable housing. The collaborative effort – which also included the Planning Department, Mayor’s Office, Board of Supervisors, and the property owner – resulted in the approval of the Visitacion Valley/Schlage Lock Redevelopment Plan in 2005, which set forth a strategic vision for the site and the neighborhood. However, the dissolution of California’s Redevelopment Agencies in 2011 resulted in a loss of the anticipated public funds, rendering the project financially infeasible and calling for a new approach to the site’s future

Beginning in 2012, the Planning Department and the Office of Economic and Workforce Development began negotiating a Development Agreement for the site and engaging with the community. The project (now referred to as Leland Square) was approved by the City in 2014. The project includes over 20 acres and is envisioned to be a mixed-use urban community, with a network of open spaces, designed to encourage walking, biking, and the use of public transportation. The project includes 1,679 new residential units, 15% of which will be affordable, along with nearly 20,000 square feet of neighborhood-serving retail. The retail space, along with the commercial innovation facilities, are expected to generate thousands of new jobs.

## COMMUNITY BENEFITS FUNDING

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 associated with the geography. Instead, 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. The Planning Department projects approximately \$9.8 million in impact fee revenue over the next ten years. 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 these three projects.

## COMMUNITY ENGAGEMENT

Visitacion Valley is different than the other plan areas in there was not a master list of expected community benefits developed at the time the project was approved. Since 2014, the Planning Department, SFMTA, Public Works, the Recreation and Parks Department, and the District 10 Supervisor’s office have been engaged with the Visitacion Valley community on an ongoing basis to identify priority projects to fund with impact fees, to prioritize for the use of 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 an annual update until all impact fees are programmed and any associated projects are implemented.

On October 9th, 2024, the project sponsor held a pre-application meeting to provide updates on the proposed design and phasing for Leland Square, as well as an anticipated development timeline. In conjunction with this meeting, Planning Department staff provided an update on impact fees and capital projects in the Visitacion Valley area.

The City is working with the developer and a group of neighborhood stakeholders to bring regular programming to the historic office building at 2201 Bayshore Boulevard. As part of the development agreement, Baylands Development Company has agreed to make a floor of the historic 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. Although a master tenant has not yet been identified, the space is being made available for community uses, including youth programming and art exhibitions.

As noted above, construction of the Executive Park and Leland Square 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 and implementing many of the priority projects identified by the community.

## Project Descriptions

### 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 NEW RECREATION CENTER

Herz Playground, situated on the southeast corner of John McLaren Park, serves the Visitacion Valley and Sunnysdale neighborhoods. The Herz Recreation Center project includes the construction of a new recreation center within the park. The new facility will be approximately 11,500 square feet and feature an indoor basketball court, bleachers, office space, a multi-purpose room, restrooms, and other spaces for storage and building systems equipment. Outdoor improvements will include an entry plaza, adult fitness equipment, a new nature exploration and picnic area, lighting, removal of hazardous trees, and pathway improvements to connect the park with the Sunnysdale community and neighboring Community Center that will be developed as part of the HOPE SF Sunnysdale redevelopment. The concept design was approved by the Recreation and Park Commission in March 2021. Construction began in September 2023 and is estimated to be completed by summer 2025.

### VISITACION AVENUE STREETSCAPE PROJECT

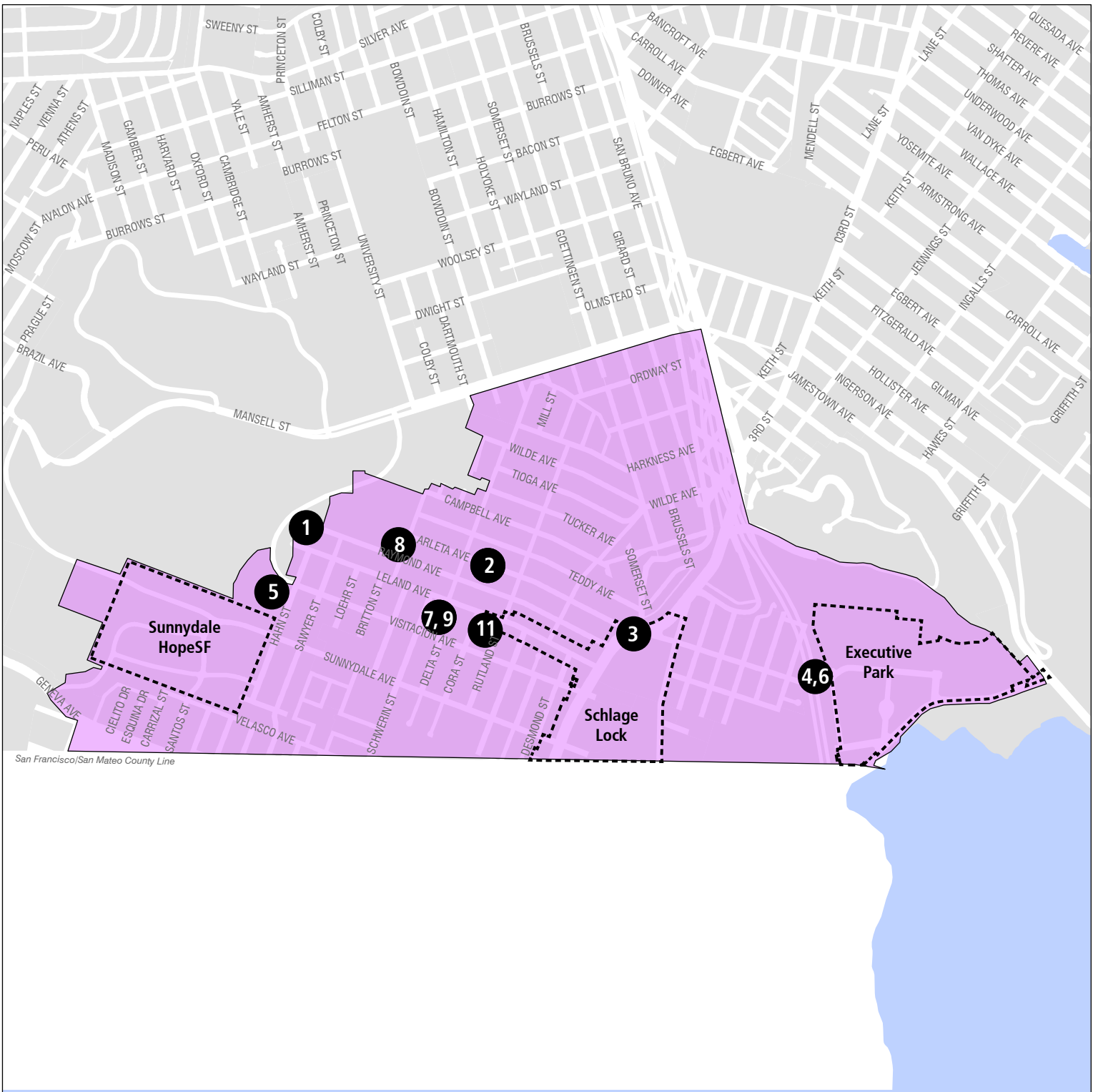
This project is being developed in partnership with San Francisco Recreation and Parks and SFMTA. The purpose is to design a walkable and slower Visitacion Avenue in McLaren Park along Visitacion Avenue between Leland and Mansell. Project scope to include new sidewalks, protected bike lanes, bulb-outs, landscaping and improved roadway. RPD has a finalized design for the project and is seeking additional funding.

#### Project Origin:

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

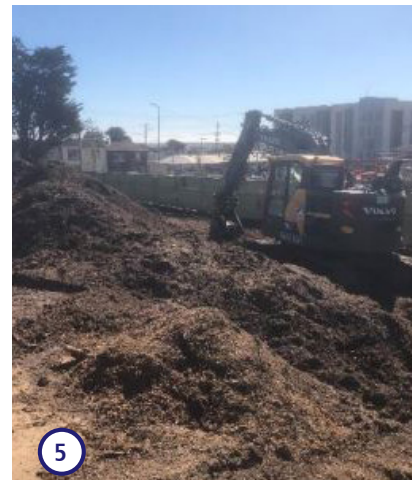
### MCLAREN TRAILS PRIORITY IMPROVEMENTS PROJECT

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. 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.



## 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. Visitation Avenue Design Concept
2. Visitation Avenue McLaren Park Trail Connector
3. Herz Playground
4. Visitation Valley Mural
5. Herz Playground Construction

Photo credits: (1-3, 5) RPD; (4) BOS

# Visitation Valley - IPIC Expenditure Plan - FY26 - FY30

Revenue And Expenditure											
	THROUGH FY24	FY25 (CURRENT YEAR)	FY26 (BUDGET YEAR1)	FY27 (BUDGET YEAR2)	FY28	FY29	FY30	FY26-FY30	THROUGH FY30	FY31-FY35	THROUGH FY35
<b>Revenue Summary: Actuals FY24 and Prior; Projected FY25 and Forward</b>											
GENERAL	\$ 1,886,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,886,000	\$ -	\$ 1,886,000
TRANSIT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
COMPLETE STREETS	\$ -	\$ -	\$ -	\$ -	\$ 401,000	\$ 38,000	\$ -	\$ 439,000	\$ 439,000	\$ 2,330,000	\$ 2,769,000
RECREATION AND OPEN SPACE	\$ -	\$ -	\$ -	\$ -	\$ 294,000	\$ 28,000	\$ -	\$ 322,000	\$ 322,000	\$ 1,709,000	\$ 2,031,000
COMMUNITY FACILITIES	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CHILDCARE	\$ -	\$ -	\$ -	\$ -	\$ 196,000	\$ 19,000	\$ 601,000	\$ 966,000	\$ 966,000	\$ 3,123,000	\$ 4,089,000
LIBRARY	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ADMIN	\$ -	\$ -	\$ -	\$ 36,000	\$ 47,000	\$ 4,000	\$ 144,000	\$ 231,000	\$ 231,000	\$ 747,000	\$ 978,000
<b>Total (For IPIC)</b>	<b>\$ 1,886,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 186,000</b>	<b>\$ 938,000</b>	<b>\$ 89,000</b>	<b>\$ 745,000</b>	<b>\$ 1,958,000</b>	<b>\$ 3,844,000</b>	<b>\$ 7,909,000</b>	<b>\$ 11,753,000</b>
<b>GRAND TOTAL</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 186,000</b>	<b>\$ 938,000</b>	<b>\$ 89,000</b>	<b>\$ 745,000</b>	<b>\$ 1,958,000</b>	<b>\$ 3,844,000</b>	<b>\$ 7,909,000</b>	<b>\$ 11,753,000</b>

## AGENCY

	THROUGH FY24	FY25 (CURRENT YEAR)	FY26 (BUDGET YEAR1)	FY27 (BUDGET YEAR2)	FY28	FY29	FY30	FY26-FY30	THROUGH FY30	FY31-FY35	THROUGH FY35
<b>1 Revenue</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 401,000</b>	<b>\$ 38,000</b>	<b>\$ -</b>	<b>\$ 439,000</b>	<b>\$ 439,000</b>	<b>\$ 2,330,000</b>	<b>\$ 2,769,000</b>

## Transportation / Complete Streets

	THROUGH FY24	FY25 (CURRENT YEAR)	FY26 (BUDGET YEAR1)	FY27 (BUDGET YEAR2)	FY28	FY29	FY30	FY26-FY30	THROUGH FY30	FY31-FY35	THROUGH FY35
<b>Expenditure</b>											
2 Leland Avenue (Phase II undergrounding)	\$ 7,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,000	\$ 7,000	\$ -	\$ 7,000
Transferred	\$ 7,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,000	\$ 7,000	\$ -	\$ 7,000
Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3 Green Connections - Sunnydale (or other) from Schage Lock to Sunnydale	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4 Pedestrian, Bicycle and Streetscape Enhancement Fund (DPW)	\$ 206,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 206,000	\$ 206,000	\$ -	\$ 206,000
Transferred	\$ 206,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 206,000	\$ 206,000	\$ -	\$ 206,000
Appropriated not Transferred	\$ 3,249,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,249,000	\$ 3,249,000	\$ -	\$ 3,249,000
Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5 Pedestrian, Bicycle and Streetscape Enhancement Fund (MTA)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Appropriated not Transferred	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ 300,000	\$ -	\$ 300,000
Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Expenditure Sub Total</b>	<b>\$ 3,762,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 401,000</b>	<b>\$ 38,000</b>	<b>\$ -</b>	<b>\$ 439,000</b>	<b>\$ 439,000</b>	<b>\$ 2,330,000</b>	<b>\$ 2,769,000</b>

<b>8 Category Balance Per Year</b>	\$ (3,762,000)	\$ -	\$ -	\$ -	\$ 401,000	\$ 38,000	\$ -	\$ 439,000	\$ (3,323,000)	\$ 2,330,000	\$ (993,000)
<b>9 Category Cumulative Balance</b>	\$ (3,762,000)	\$ (3,762,000)	\$ (3,762,000)	\$ (3,762,000)	\$ (3,361,000)	\$ (3,323,000)	\$ (3,323,000)	\$ (3,323,000)	\$ (3,323,000)	\$ (993,000)	\$ (993,000)



AGENCY		THROUGH FY24	FY25 (CURRENT YEAR)	FY26 (BUDGET YEAR 1)	FY27 (BUDGET YEAR 2)	FY28	FY29	FY30	FY26-FY30	THROUGH FY35	THROUGH FY35
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**Recreation and Open Space**

10	Revenue	\$	-	\$	-	\$	-	\$	-	\$	2,031,000
<b>Expenditure</b>											
11	Bayview Park / Executive Park Trail	RPD	Transferred	\$	-	\$	-	\$	-	\$	-
			Appropriated not Transferred	\$	-	\$	-	\$	-	\$	-
			Programmed	\$	-	\$	-	\$	-	\$	-
12	Rec and Open Space: Planning and Near Term Improvements Enhancement Fu	RPD	Transferred	\$	310,000	\$	-	\$	-	\$	310,000
			Appropriated not Transferred	\$	3,759,000	\$	-	\$	-	\$	3,759,000
			Programmed	\$	-	\$	-	\$	-	\$	-

14	Expenditure Sub Total	\$	4,069,000	\$	-	\$	-	\$	-	\$	4,069,000
15	Category Balance Per Year	\$	(4,069,000)	\$	-	\$	294,000	\$	28,000	\$	(3,747,000)
16	Category Cumulative Balance	\$	(4,069,000)	\$	(4,069,000)	\$	(3,775,000)	\$	(3,747,000)	\$	(2,038,000)

**Child Care**

17	Revenue	\$	-	\$	-	\$	196,000	\$	601,000	\$	966,000
<b>Expenditure</b>											
18	Child Care to H.S.A.		Transferred	\$	-	\$	-	\$	-	\$	-
			Appropriated not Transferred	\$	2,269,000	\$	-	\$	-	\$	2,269,000
			Programmed	\$	-	\$	-	\$	-	\$	-

19	Expenditure Sub Total	\$	2,269,000	\$	-	\$	-	\$	-	\$	2,269,000
20	Category Balance Per Year	\$	(2,269,000)	\$	-	\$	196,000	\$	601,000	\$	(1,303,000)
21	Category Cumulative Balance	\$	(2,269,000)	\$	(2,269,000)	\$	(1,923,000)	\$	(1,303,000)	\$	(1,303,000)

Visitacion Valley - IPIIC Expenditure Plan - FY26 - FY30

AGENCY		THROUGH FY24	FY25 (CURRENT YEAR)	FY26 (BUDGET YEAR 1)	FY27 (BUDGET YEAR 2)	FY28	FY29	FY30	FY26-FY30 THROUGH FY30	FY31-FY35 THROUGH FY35	
<b>Admin</b>		\$ -	\$ -	\$ -	\$ 36,000	\$ 47,000	\$ 4,000	\$ 144,000	\$ 231,000	\$ 747,000	\$ 978,000
<b>Expenditure</b>											
28	Admin	\$ 114,000							\$ 114,000	\$ -	\$ 114,000
	DCP										
	Transferred	\$ 114,000							\$ -	\$ -	\$ -
	Appropriated not Transferred	\$ 497,000							\$ -	\$ -	\$ 497,000
	Programmed	\$ -							\$ -	\$ -	\$ -
29	Admin Transfer to Programs										
30	Expenditure Sub Total	\$ 611,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 611,000	\$ -	\$ 611,000
<b>COMPARISON (JAN 2024)</b>											
31	Category Balance Per Year	\$ 611,000	\$ -	\$ -	\$ 36,000	\$ 47,000	\$ 4,000	\$ 144,000	\$ 231,000	\$ (380,000)	\$ 747,000
32	Category Cumulative Balance Per Year	\$ (611,000)	\$ (611,000)	\$ (975,000)	\$ (975,000)	\$ (526,000)	\$ (524,000)	\$ (380,000)	\$ (380,000)	\$ (380,000)	\$ (367,000)
<b>Cash Flow (including appropriations not receiving cash transfers)</b>											
33	Revenue Totals	\$ 1,886,000	\$ -	\$ -	\$ 186,000	\$ 938,000	\$ 89,000	\$ 745,000	\$ 1,958,000	\$ 3,844,000	\$ 7,909,000
34	Total Expenditures	\$ 12,039,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,039,000	\$ -
35	Annual Surplus (Deficit)	\$ (10,153,000)	\$ -	\$ -	\$ 186,000	\$ 938,000	\$ 89,000	\$ 745,000	\$ 1,958,000	\$ (8,195,000)	\$ 7,909,000
36	Cumulative Surplus (Deficit)	\$ (10,153,000)	\$ (10,153,000)	\$ (9,967,000)	\$ (9,029,000)	\$ (8,940,000)	\$ (8,195,000)	\$ (8,195,000)	\$ (8,195,000)	\$ (8,195,000)	\$ (286,000)

## COMPLETED PROJECTS

### BALBOA PARK

#### LEE AVANUE EXTENSION PLAZA

In the summer of 2012, the Lee Avenue Extension and the Brighton Avenue Public Access Easement were completed as part of an In-Kind agreement. The construction of the Lee Avenue extension, located on the northern side of Ocean Avenue to the City College property, and the dedication of the Brighton Avenue extension for public access, located on the northern side of Brighton Avenue to City College property, were constructed in coordination with the completed mixed-use development located at 1150 Ocean Avenue.

**Project Origin:**

Balboa Park Area Plan

**In-Kind Value**

\$1,579,000

**Lead Agency:**

Public Works

### EASTERN NEIGHBORHOODS

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

The 16th Street Improvement Project transforms the 16th Street corridor into a highly efficient transit corridor and includes pedestrian and streetscape improvements between Church Street and 3rd Street. The project includes 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.

**Total Costs:**

Approximately \$78,000,000 for both phases

**Impact Fees:**

\$21,404,000 total

\$20,930,000 transferred

#### 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

**Total Costs:**

\$22.3 million

**Impact Fees:**

\$8.7 million

**Lead Agency:**

RPD

#### 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

**Total Costs:**

\$1.9 million

**Impact Fees:**

\$1 million

**Lead Agency:**

RPD

### **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

#### **Total Costs:**

\$0.45 million

#### **Impact Fees:**

\$0.21 million

#### **Lead Agency:**

RPD

### **DAGGETT PARK**

Project sponsor has constructed a 0.9-acre public park along the Daggett Street right-of-way through an in-kind agreement.

#### **Project Origin:**

Eastern Neighborhood Implementation Document; Showplace Square Open Space Plan

#### **Total Costs:**

\$4.9 million

#### **In-Kind Value:**

\$2.37 million

### **DOGPATCH ART PLAZA**

Project Sponsor provided streetscape, pedestrian safety, and public space improvements on the 19th Street right-of-way west of Indiana Street through an in-kind agreement.

#### **Project Origin:**

Eastern Neighborhood Implementation Document; Central Waterfront Area Plan

#### **Total Costs:**

\$1.456 million

#### **In-Kind Value:**

\$850,000

### **POTRERO LAUNCH CHILDCARE CENTER**

A daycare center at the Potrero Launch development project was established through an in-kind agreement and opened in 2012. It provides 62 child-care slots.

#### **Project Origin:**

Eastern Neighborhood Implementation Document

#### **Total Costs:**

\$1.916 million

### **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.

#### **Total Costs:**

Approximately \$4,600,000

**Impact Fees:**

\$3,800,000

**Lead Agency:**

Public Works

**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 bulb-outs, street trees and other landscaping and amenities.

**Project Origin:**

EN Area Plan Implementation Maps.

**Total Costs:**

Approximately \$25,000,000

**Impact Fees:**

\$1,400,000

**Lead Agency:**

Public Works

**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 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.

**Total Costs:**

Approximately \$2,100,000

**Impact Fees:**

\$1,411,000 (inclusive of funds from Ped Bike fund)

**Lead Agency:**

Public Works

## MARKET OCTAVIA

**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.

**Total Costs:**

\$27.7 million

**Impact Fees:**

\$7.9 million

**Lead Agency:**

RPD

**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

**Total Costs:**

\$5,250,00

## MARKET AND HAIGHT STREET TRANSIT AND PEDESTRIAN IMPROVEMENTS (MAP / EXPENDITURE PLAN LINE ITEM NO. 2)

The Haight Street two-way project, which was supported in part by impact fees, returned buses to a dedicated transit lane on Haight Street between Octavia and Market, and added pedestrian amenities at the Market/ Haight/Gough intersection.

### Project Origin:

SFMTA

### Total Costs:

\$6,700,000

### Impact Fees:

\$330,000

### Lead Agency:

Public Works

## STREETSCAPE ENHANCEMENT 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 include the Hayes Street "Follow the Paving" project (sidewalk bulb-outs on Hayes at Laguna and Buchanan intersections); Oak/Octavia Safety Improvements project (sidewalk bulb-outs, 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.

### Total Costs:

\$6,700,000

### Impact Fees:

\$6,700,000 total

\$4,700,000 transferred

### Lead Agency:

Public Works

## POLK STREETSCAPE PROJECT – NORTHBOUND PROTECTED BIKEWAY (MAP / EXPENDITURE PLAN LINE ITEM NO. 5)

The Polk Street contra flow lane, completed in spring 2014, provides a northbound bike facility on the one-way portion of Polk between Market and Grove. This project was funded in part by impact fees, which provided a local match for grant funds.

### Project Origin:

SFMTA

### Total Costs:

Approx. \$8.2 million

### Impact Fees:

\$50,000

### Lead Agency:

SFMTA

## POLK STREETSCAPE PROJECT – NORTHBOUND PROTECTED BIKEWAY (MAP / EXPENDITURE PLAN LINE ITEM NO. 5)

The Polk Street contra flow lane, completed in spring 2014, provides a northbound bike facility on the one-way portion of Polk between Market and Grove. This project was funded in part by impact fees, which provided a local match for grant funds.

### Project Origin:

SFMTA

### Total Costs:

Approx. \$8.2 million

### Impact Fees:

\$50,000

### **DOLORES AND MARKET INTERSECTION IMPROVEMENTS (MAP / EXPENDITURE LINE ITEM NO. 19)**

Project sponsor's provision of streetscape, pedestrian safety, and public space improvements on Dolores Street and Market Street

**Project Origin:**

Market Octavia Area Plan, Appendix C

**Total Costs:**

Approx. \$8.2 million

**In-Kind Value:**

\$513,000

**Lead Agency:**

Public Works

### **HAYES TWO-WAY IMPROVEMENTS (MAP / EXPENDITURE LINE ITEM NO. 23)**

The Hayes Street two-way project, which was supported in part by impact fee revenue, reorganized east-west traffic in Hayes Valley to reduce pedestrian conflicts and eliminate confusion. The project restored Hayes Street to a two-way local street to support its commercial nature and role as the heart of Hayes Valley.

**Project Origin:**

Market Octavia Plan; SFMTA

**Total Costs:**

Approx. \$8.2 million

**Impact Fees:**

\$49,000

**Lead Agency:**

SFMTA

### **PEDESTRIAN IMPROVEMENTS FRANKLIN AND GOUGH INTERSECTIONS (MAP / EXPENDITURE LINE ITEM NO. 29)**

Pedestrian bulb outs were added on Gough at Oak, Fell, Hayes, and Grove; on Franklin at Hayes and Grove; the closed crossing at Fell and Gough has been opened; and numerous intersections on both streets now include pedestrian countdown signals.

**Project Origin:**

SFMTA

**Impact Fees:**

\$250,000

**Lead Agency:**

SFMTA

### **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

**Total Costs:**

approximately \$309,300,000

**Impact Fees:**

\$1,500,000

**Lead Agency:**

SFMTA

## **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 bulb-outs, 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

### **Total Costs:**

\$2,700,000 (Phase One)

### **Impact Fees:**

\$1,250,000 total

### **Lead Agencies:**

SFMTA and Public Works

## **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 will include sidewalk bulb-outs 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 curb space management plan.

### **Project Origin:**

Market and Octavia Plan

### **Total Costs:**

\$10,000,000

### **Impact Fees:**

\$4,305,257 [note: \$2,088,157 to MTA / \$2,217,100 to PW]

### **Lead Agencies:**

SFMTA and Public Works

## **RINCON HILL**

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

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

### **Project Origin:**

Rincon Hill Area Plan

### **Total Costs:**

\$4.6 million

### **Impact Fees:**

- Rincon Hill \$3 million
- \$1.5 million from Transit Center

### **Other sources:**

- \$1.8 million from ABAG (funding for acquisition and design)
- \$0.126 million General fund

### **Lead Agency:**

RPD



## 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 sidewalks, street tree and understory plantings, and special paving within the roadway.

### In-Kind Value

\$1,100,000

### Lead Agency:

Public Works

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

Streetscape improvements on Harrison Street from Essex Street to Embarcadero Street. Improvements include lane reduction and narrowing, sidewalk widening, corner bulb-outs, pedestrian lighting and new trees.

### Total Costs:

\$12,656,000

### Impact Fees:

Priority 1 Projects have been fully funded through FY18.

### Lead Agency:

Public Works

## SOMA

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

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
- Street 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-feet to 15-feet 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

### Total Costs:

Approximately \$42,000,000

### Impact Fees:

\$4,900,000

### **RINGOLD ALLEY IMPROVEMENTS (MAP / LINE ITEM NO. 16)**

Through an In-Kind Agreement, the Project Sponsor improved Ringold Street between 8th and 9th Streets with special paving treatments, landscaping, pedestrian lighting and safety improvements, site furnishings, and undergrounding of overhead utilities in return for a waiver of \$1.8 million of their Eastern Neighborhood Infrastructure Impact Fees. The Ringold Street improvements were identified as a Western SoMa Task Force priority project in the Western SoMa Community Plan, adopted in 2013.

**Project Origin:**

Western SoMa Area Plan

**In-Kind Value:**

: \$1.8 million

**Lead Agency:**

Public Works

### **EAGLE PLAZA (MAP / LINE ITEM NO. 53)**

Through an in-kind agreement, the Project Sponsor provided streetscape, pedestrian safety, and public space improvements on 12h Street.

**Project Origin:**

Western SoMa Area Plan

**In-Kind Value:**

\$2.02 million

**Lead Agency:**

SFMTA

### **SOUTH PARK RENOVATION (MAP / LINE ITEM NO. 35)**

The complete rehabilitation of park includes a variety of different programmatic spaces, including a children’s play area, a large open meadow, plazas of varying scales, and a variety of areas designed for sitting and/or picnicking to increase park capacity.

**Project Origin:**

Eastern Neighborhoods Implementation Document

**Total Costs:**

\$3.7 million

**Impact Fees:**

\$1.5 million

**Lead Agency:**

SFMTA

## **TRANSIT CENTER**

### **TRANSIT TOWER IN-KIND AGREEMENT STREETScape AND TRANSIT IMPROVEMENTS (MAP / LINE ITEM NOS. 13, 14, 15, AND 16)**

The Transit Tower project met the majority of its impact fee obligations through provision of infrastructure identified in the Area Plan. The Transit Tower is providing the following infrastructure improvements as part of an in-kind agreement with the City

- Fremont and First mid-block crossings
- Natoma Street
- Bus boarding island on Mission Street
- DTX, phase I (Trainbox)

**Project Origin:**

Transit Center District Plan Implementation Document and Funding Program

**In-Kind Value**

\$27.8 million

**Lead Agency:**

SFMTA

## **SALESFORCE PARK (MAP / LINE ITEM NO. 21)**

Salesforce Park, a 5.4-acre rooftop public park that is 1,400-foot-long will include a variety of activities and amenities, including an open-air amphitheater, gardens, trails, open grass areas, children’s play space, as well as a restaurant and café.

### **Project Origin:**

Transit Center District Plan Implementation Document and Funding Program

### **In-Kind Value**

\$1.8 million

### **Lead Agency:**

TJPA

## **CENTRAL SUBWAY CHINATOWN OPEN SPACE (MAP / 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:**

Transit Center District Plan Implementation Document and Funding Program (identified as Chinatown Open Space)

### **Impact Fees:**

\$7 million

## **VISITACION VALLEY**

### **HERZ PLAYGROUND RENOVATION**

Completed in 2022, 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.

### **Impact Fees:**

\$0.3 million

### **Lead Agency:**

RPD

## **VISITACION VALLEY MURAL**

Funding for the project was allocated by the District 10 Supervisor, with artist selection and community design conducted February – August of 2019. The mural’s design was approved in October of 2020. Maintenance costs and other responsibilities made the initial site – the underpass at Blanken Avenue on Caltrans property – unviable. Local artists worked with property owners and the District Supervisor’s office to identify a new site. In the summer of 2024, the mural was completed on the Bayshore-facing side of the property located at 2400 Bayshore.