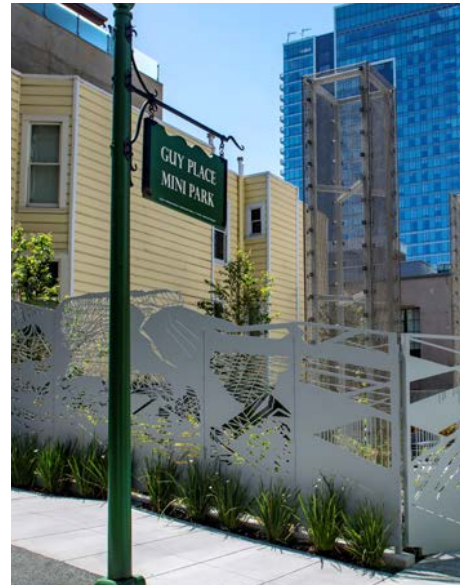


# INTERAGENCY PLAN IMPLEMENTATION COMMITTEE

ANNUAL REPORT JANUARY 2021



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# INTRODUCTION

The Interagency Plan Implementation Committee (IPIC) is responsible for overseeing the implementation of eleven Area Plans, which taken together, are expected to create 34,000 housing units and 60,000 jobs over the next twenty to twenty-five years.

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

Since the creation of IPIC, the City has collected \$263 million dollars of infrastructure-related impact fees and expects to collect \$419 million dollars over the next ten years, of which \$303 million is anticipated in the next five years.

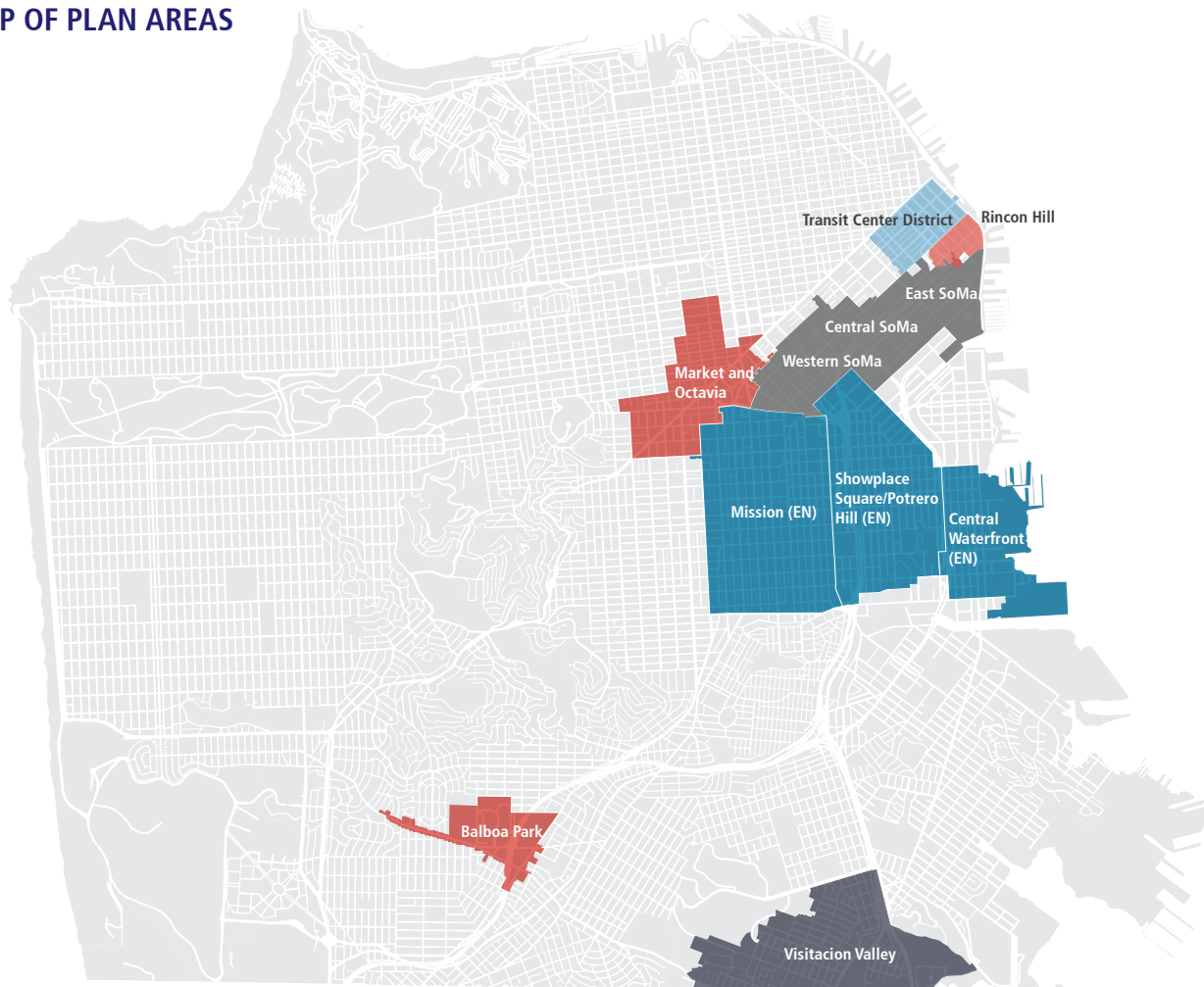
The Area Plans that IPIC implements includes Eastern Neighborhoods (comprised of separate Area Plans for

the 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.

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. Administration

## MAP OF PLAN AREAS



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

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

## **IPIC BUDGET CYCLE PROCESS**

Each year, the IPIC updates capital plans for each Area Plan and makes recommendations for impact fee expenditure. Each summer, the Planning Department generates updated development impact fee projections based on known development projects and an assumed rate of planned growth. The updated projections provide a working 'budget' for each area plan. The IPIC and the CACs review the previous year's Board endorsed capital plans 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, 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. The expenditure plans are fiscally constrained by projected revenue for each plan area.

## **TEN YEAR CAPITAL PLAN AND MINI-CAPITAL PLANS**

Every other year, the expenditure plans and related mini-capital plans for each plan area are incorporated into the City's Ten Year Capital Plan. The Mini-Capital Plans take a more comprehensive view of each Area Plan by looking at the full capital needs and planned expenditure beyond those projects funded by impact fees. IPIC maintains an ongoing list of infrastructure projects for each plan area that includes projects originally identified in each respective plan area's implementation documents along with new projects identified through ongoing Planning Department, IPIC, and community deliberation. Capital Planning surveys the agencies to see the implementation readiness of these projects; the Ten Year Capital Plan then includes a discussion of the full capital need and funding plan for these Plan Areas.

These Mini-Capital Plans enable City staff and the community to have a fuller sense of the scope of needed growth-serving improvements, what is planned for implementation, and what funding still needs to be identified. These Plans also provide staff and the community with a prioritization tool that enables them to have a full sense of what planned and potential projects have already been identified, and what the trade-offs are when advocating for new projects.

## **TRENDS, OPPORTUNITIES AND CHALLENGES**

### **Slowing Of Revenue**

In this past year, revenue came in more slowly than anticipated; this trend was noticed last year and has been exasperated this year by COVID-19. As a result, many infrastructure projects for which funds were appropriated in FY20 and before have not received the funds as originally planned; most of the Expenditure Plans now show "appropriation deficits" for FY20, the most recently completed fiscal year.

In some cases, these "appropriation deficits" also carry forward to the current and upcoming fiscal years, due to downward adjustments to revenue projections. Because revenue has not come in at the pace previously experienced, there is relatively fewer proposed new expenditures in FY22; this is to enable revenue to catch up with previously appropriated but yet-to-be funded projects.

### **Possible Fee Deferral**

In response to COVID-19, the Economic Recovery Task Force has recommended that the City explore a fee deferral program modelled after the program implemented after the 2009 Financial Crisis. Currently, project sponsors of development projects pay fees immediately prior to beginning construction. The fee deferral program would allow project sponsors to defer a certain percent of their fees until the end of construction prior to building occupancy. Project sponsors have expressed that high construction costs – including the need to pay fees prior to construction – has been made even more difficult by the COVID crisis. A fee deferral program would look to encourage construction projects to move forward by reducing the financial burden prior to construction.

If a fee deferral program is created, the revenue implications will be reflected in next year's IPIC report.

## **Creation of new CAC**

In Fall 2019, the Board of Supervisors approved legislation creating the SoMa Community Advisory Committee (SoMa CAC). The SoMa CAC was seated summer 2020 and advises the Department and other agencies on the implementation of the newly adopted Central SoMa Plan along with the existing East SoMa Plan and Western SoMa Plan. The Eastern Neighborhoods Community Advisory Committee (EN CAC), which had jurisdiction over SoMa, continues to have jurisdiction over the Mission, Showplace Square/Potrero and Central Waterfront. The SoMa CAC, comprised of eleven members appointed by both the Board of Supervisors and the Mayor, has 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.

This year's IPIC Report includes a separate expenditure plan for SoMa. Unique to SoMa, the Expenditure Plan includes several sources of revenue. It not only includes revenue from the SoMa portion of the Eastern Neighborhoods Infrastructure Fee, but also includes revenue from the newly created Central SoMa Infrastructure Fee, and the Central SoMa Community Facilities Fee.

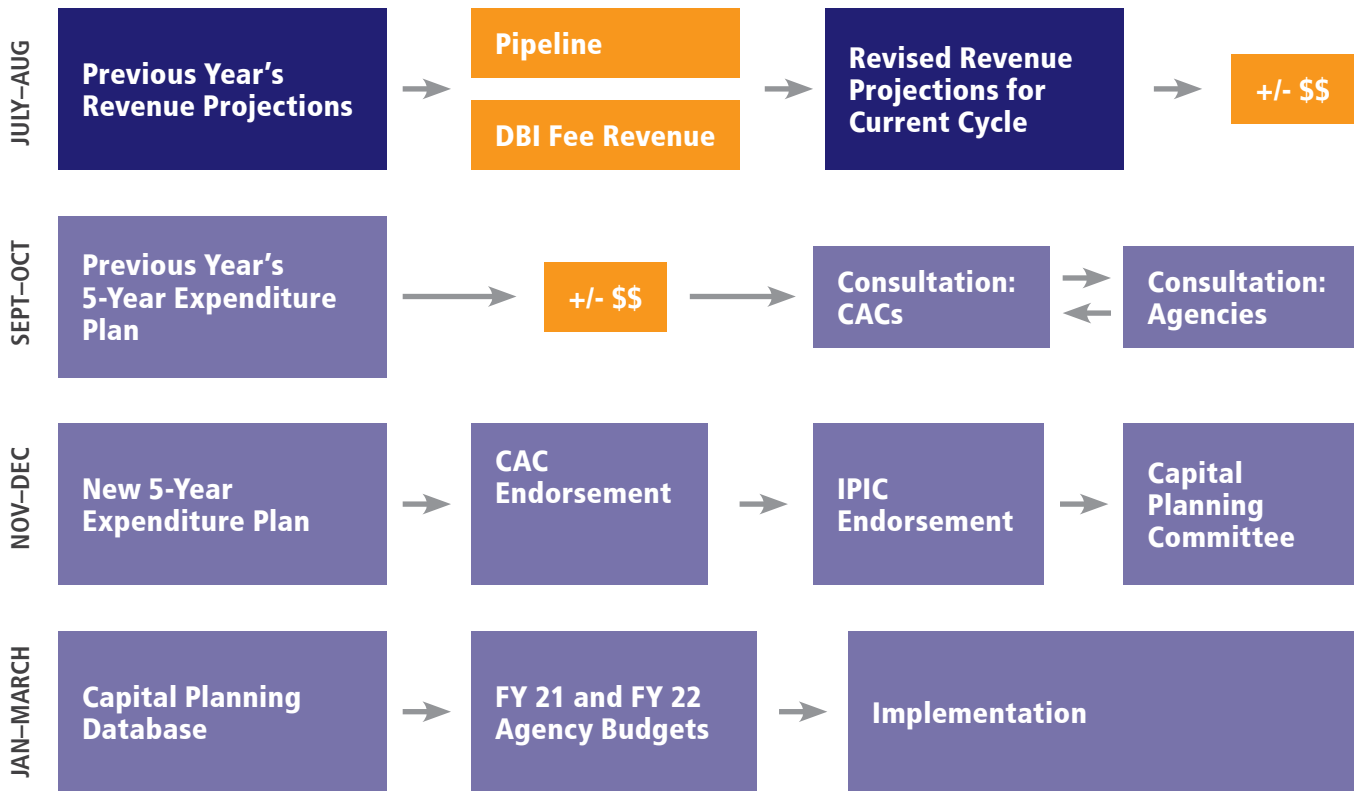
## **Market and Octavia Area Plan Amendment (Hub)**

This past year, the Board of Supervisors adopted legislation associated with the Market and Octavia Area Plan Amendment. This legislation could enable up to 1,700 residential units at the intersection of Market Street and Van Ness intersection. (See page 28 for more information).

## **Level-of-Service and Citywide Nexus Reports**

The Planning Department and the Office of Resiliency and Capital Planning are currently working on an update to the Level-of-Service Report and the Citywide Nexus Analysis. These two documents provide policy guidance in planning infrastructure for new growth and assure that the City's impact fees are legally justifiable in accordance with the California Fee Mitigation Act. The Reports are anticipated to be complete spring 2021; and will be followed by legislation that at a minimum, will tie the current fee rates to the new analysis.

# IPIC PROCESS



## **AREA PLAN REPORTS**

The following Chapters provide summaries each Plan Area. Each of these Chapters 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 projects included are:

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



# BALBOA PARK

## Background and Highlights

The Balboa Park Station Area Plan was adopted in the spring of 2009. The plan calls for a number of major transportation and public realm infrastructure improvements and 1,780 new housing units. With few of those units built or proposed, the Planning Department projects approximately \$461,000 in impact fee revenue in the Plan Area through Fiscal Year 2026MS.

The plan is not expected to generate a significant amount of impact fee revenue for two reasons. First, a significant majority of expected new development is proposed on publicly-owned land, which prioritizes affordable housing. Second, the plan area contains generally few privately-owned developable sites. The current projections are based both on actual development projects in the pipeline and expected additional development project in future years. The expected revenues that are generated will be allocated to the appropriate agencies to fund streetscape, open space or other projects in the plan area.

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 the Ocean and Geneva Corridor. To that end, several transportation plans and projects were recently completed, while still others get closer to implementation. In addition to transportation projects, the Balboa Reservoir Development Agreement and associated legislations were approved in 2020, and the Upper Yard project is expected to start construction in 2021. Additional projects are summarized below.

## Ongoing Planning

### BALBOA RESERVOIR

The Balboa Reservoir Site is a 17-acre parking lot owned by the SFPUC and leased to City College. It lies between Ocean Avenue residences, City College, Riordan High School and the Westwood Park neighborhood. As part of San Francisco's Public Lands for Housing program, a mix of affordable housing, market-rate housing and open space is planned for the site. The Project's Master Plan and Development

Agreement (DA) – the latter establishes the terms of the Balboa Reservoir project between the City and the Project Sponsor – were unanimously approved by the Planning Commission and Board of Supervisors in May 2020 and August 2020, respectively.

### UPPER YARD

MOHCD is working with SFMTA and BART to develop affordable housing on the Upper Yard of Balboa Park Station. A developer team was chosen in 2016, community design workshops took place in 2017. SFMTA transferred the land to MOHCD in 2018. Since then, the Sponsor has worked to finalize the housing development plans and budget, after successfully applying to the State of California for the Affordable Housing and Sustainable Communities funds. The 131-unit affordable development will also hold an early childhood education center, family resource center and three other community-serving commercial spaces. The BART drop off area and southern plaza will also be redesigned as part of the construction, which is expected to start in 2021.

### CITY COLLEGE FACILITIES MASTER PLAN

This Master Plan provides a strategy for facilities improvement, renovation, replacement, and new construction over the next 10 years in order to support the Education Master Plan. In March 2019, City College adopted the FMP and in September 2020, a notice of preparation of environmental impact report for the FMP was issued.

### OCEAN AND GENEVA CORRIDOR DESIGN PLAN

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

## **FRIDA KAHLO WAY / OCEAN AVE / GENEVA AVE INTERSECTION PROJECT**

This project builds on the public input provided to the Ocean and Geneva Corridor Design and Balboa Reservoir projects. This project is aimed at improving safety, accessibility, and comfort for people traveling through the Frida Kahlo Way / Ocean Ave / Geneva Ave intersection. The Project will develop further the recommendations from the SF Planning Department's Ocean Avenue Corridor Design for this intersection, resulting in the selection of a preferred conceptual re-design for the intersection.

## **GENEVA AVENUE/SAN JOSE AVENUE INTERSECTION STUDY**

Planning-level study to develop conceptual designs to enhance multimodal connectivity. The work has been coordinated with the Upper Yard Development, BART station projects and other adjacent projects. The SFMTA has developed a conceptual configuration for the M Line pick-up/drop-off on San Jose Avenue south of Geneva Avenue which has been discussed with various stakeholder groups. Project outreach was conducted in 2019. A report has been completed and accepted by the SFCTA Board of Commissioners. The SFMTA is working to identify funding to continue to the next phase of the project.

## **I-280 SOUTHBOUND OFF-RAMP**

The San Francisco County Transportation Authority (SFCTA) is planning to realign the I-280 Southbound Off-Ramp at Ocean Ave to improve safety along Ocean Ave at the intersection. The SFCTA is working closely with Caltrans to complete the environmental phase. The project team submitted the revised PSR/PR which is in final review with Caltrans. Caltrans has requested an additional study of adjacent area along the I-280 Freeway. The design phase is anticipated to start in 2021 and construction phase in 2022.

Revenue - Actuals FY18 and Prior -- Projected FY19 and Forward											
	THROUGH FY20	FY 21 (CURRENT YEAR)	FY 22 (BUDGET YEAR)	FY 23	FY 24	FY 25	FY 26	FY 22 - FY26	THROUGH FY26	FY27 - FY31	THROUGH FY31
3 GENERAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4 TRANSPORTATION / TRANSIT	\$ 1,667,000	\$ 2,000	\$ 7,000	\$ 13,000	\$ 13,000	\$ 13,000	\$ 13,000	\$ 69,000	\$ 1,728,000	\$ 34,000	\$ 1,762,000
5 COMPLETE STREETS	\$ 255,000	\$ 6,000	\$ 20,000	\$ 39,000	\$ 39,000	\$ 39,000	\$ 39,000	\$ 176,000	\$ 437,000	\$ 98,000	\$ 535,000
6 RECREATION AND OPEN SPACE	\$ 196,000	\$ 5,000	\$ 15,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 135,000	\$ 336,000	\$ 74,000	\$ 410,000
9 CHILDCARE	\$ 114,000	\$ 2,000	\$ 8,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 68,000	\$ 184,000	\$ 39,000	\$ 222,000
11 ADMIN	\$ 29,000	\$ 1,000	\$ 3,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 23,000	\$ 53,000	\$ 12,000	\$ 65,000
12 Total	\$ 2,261,000	\$ 16,000	\$ 53,000	\$ 102,000	\$ 102,000	\$ 102,000	\$ 102,000	\$ 461,000	\$ 2,738,000	\$ 256,000	\$ 2,994,000
13 Total In-Kind Value	\$ 1,579,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,579,000	\$ -	\$ 1,579,000
14 Total Cash Value	\$ 682,000	\$ 16,000	\$ 53,000	\$ 102,000	\$ 102,000	\$ 102,000	\$ 102,000	\$ 461,000	\$ 1,159,000	\$ 256,000	\$ 1,415,000

Revenue - Actuals FY18 and Prior -- Projected FY19 and Forward											
	THROUGH FY20	FY 21 (CURRENT YEAR)	FY 22 (BUDGET YEAR)	FY 23	FY 24	FY 25	FY 26	FY 22 - FY26	THROUGH FY26	FY27 - FY31	THROUGH FY31

### Transportation / Transit

1 Revenue	\$ 1,667,000	\$ 2,000	\$ 7,000	\$ 13,000	\$ 13,000	\$ 13,000	\$ 13,000	\$ 59,000	\$ 1,728,000	\$ 34,000	\$ 1,762,000
2 Expenditure	\$ 1,667,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,667,000	\$ -	\$ 1,667,000
3 Transit: Planning and Near-Term Improvements Enhancement Fund											
MTA											
Transferred	\$ 88,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 88,000	\$ -	\$ 88,000
Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
IN-KIND											
Transferred	\$ 1,579,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,579,000	\$ -	\$ 1,579,000
Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Category Balance Per Year	\$ -	\$ 2,000	\$ 7,000	\$ 13,000	\$ 13,000	\$ 13,000	\$ 13,000	\$ 59,000	\$ 61,000	\$ 34,000	\$ 95,000
Category Cumulative Balance Per Year	\$ -	\$ 2,000	\$ 9,000	\$ 22,000	\$ 35,000	\$ 48,000	\$ 61,000	\$ 175,000	\$ 61,000	\$ 458,000	\$ 95,000

### Complete Streets

7 Revenue	\$ 255,000	\$ 6,000	\$ 20,000	\$ 39,000	\$ 39,000	\$ 39,000	\$ 39,000	\$ 176,000	\$ 437,000	\$ 98,000	\$ 535,000
8 Expenditure	\$ 294,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 294,000	\$ -	\$ 294,000
9 Pedestrian, Bicycle and Streetscape Enhancement Fund											
DPW											
Transferred	\$ 260,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 260,000	\$ -	\$ 260,000
Appropriated not Transferred	\$ 34,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 34,000	\$ -	\$ 34,000
Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Category Balance Per Year	\$ (39,000)	\$ 6,000	\$ 20,000	\$ 39,000	\$ 39,000	\$ 39,000	\$ 39,000	\$ 176,000	\$ 143,000	\$ 98,000	\$ 241,000
Category Cumulative Balance Per Year	\$ (39,000)	\$ (33,000)	\$ (13,000)	\$ 26,000	\$ 65,000	\$ 104,000	\$ 143,000	\$ 325,000	\$ 143,000	\$ 1,156,000	\$ 241,000

Revenue : Actuals FY18 and Prior -- Projected FY19 and Forward		FY 21 (CURRENT YEAR)	FY 22 (BUDGET YEAR)	FY 23	FY 24	FY 25	FY 26	FY 22 - FY26 THROUGH FY26	FY 27 - FY31 THROUGH FY31
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**Recreation and Open Space**

12	Revenue	\$ 196,000	\$ 5,000	\$ 15,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 135,000	\$ 74,000	\$ 410,000
13	Expenditure	\$ 237,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 237,000	\$ -
14	Recreation and Open Space: Planning and Near-Term Improvements Fund	\$ 199,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 199,000	\$ -
	RPD	\$ 38,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 38,000	\$ -
	Transferred									
	Appropriated not Transferred									
	Programmed									
15	Category Balance Per Year	\$ (41,000)	\$ 5,000	\$ 15,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 135,000	\$ 99,000	\$ 74,000
16	Category Cumulative Balance Per Year	\$ (41,000)	\$ (36,000)	\$ (21,000)	\$ 9,000	\$ 39,000	\$ 69,000	\$ 195,000	\$ 99,000	\$ 828,000

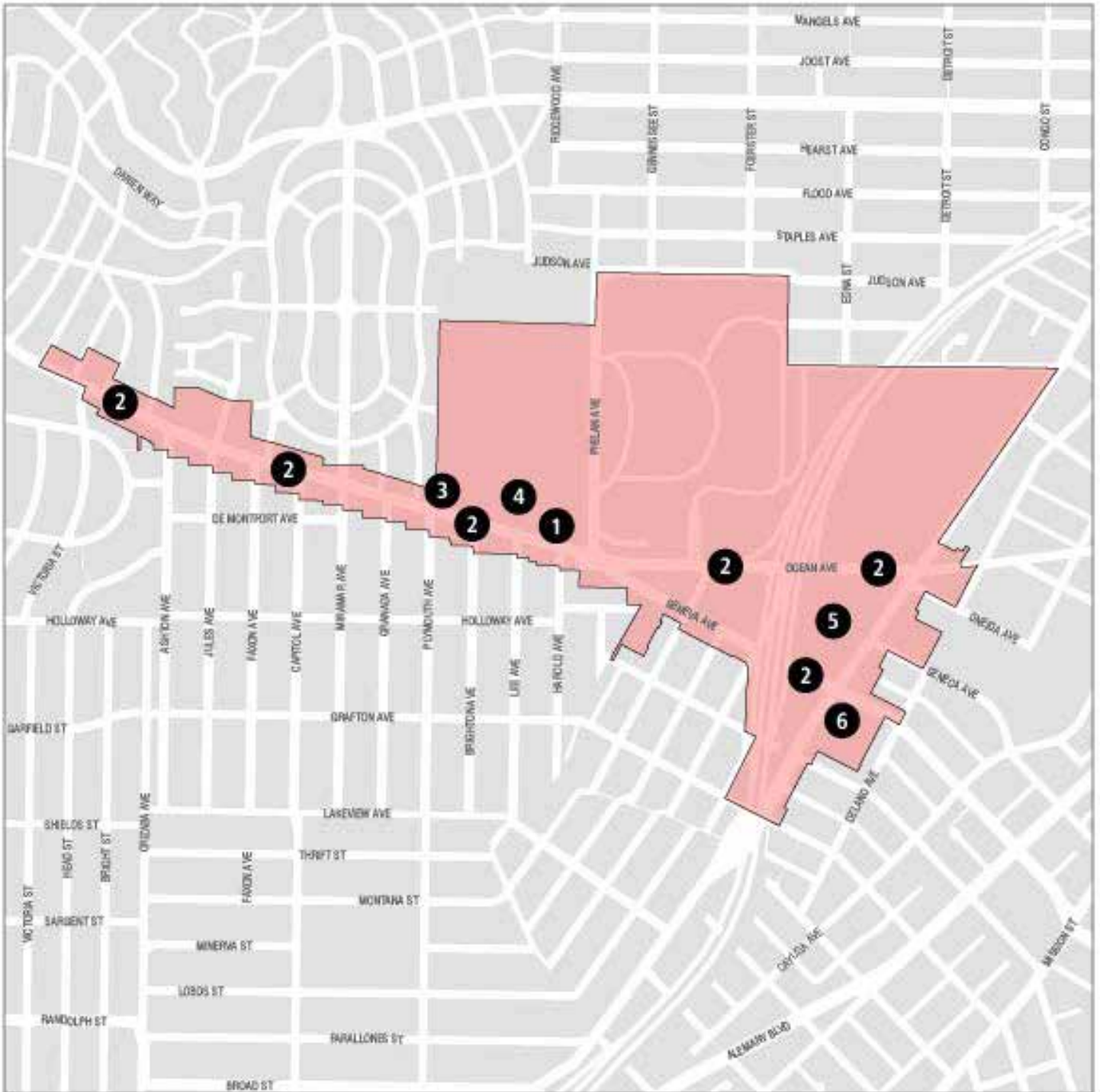
**Child Care**

17	Revenue	\$ 114,000	\$ 2,000	\$ 8,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 68,000	\$ 184,000	\$ 38,000
18	Expenditure	\$ 116,000	\$ -	\$ 16,000	\$ -	\$ 16,000	\$ -	\$ 48,000	\$ 164,000	\$ -
19	OECE Child Care NOFA Program	\$ 89,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 89,000	\$ -
	Transferred									
	Appropriated not Transferred	\$ 27,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 27,000	\$ -
	Programmed			\$ 16,000	\$ -	\$ 16,000	\$ -	\$ 48,000	\$ 48,000	\$ -
20	Category Balance Per Year	\$ (2,000)	\$ 2,000	\$ (8,000)	\$ (1,000)	\$ 15,000	\$ (1,000)	\$ 20,000	\$ 20,000	\$ 38,000
21	Category Cumulative Balance Per Year	\$ (2,000)	\$ -	\$ (8,000)	\$ (9,000)	\$ 6,000	\$ 5,000	\$ 14,000	\$ 20,000	\$ 271,000

**Program Administration**

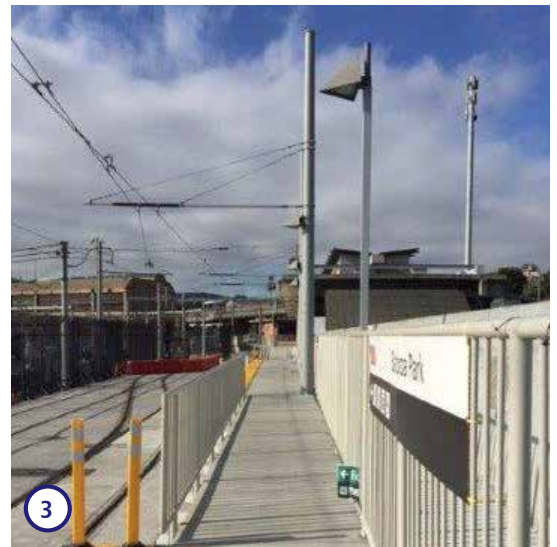
22	Revenue	\$ 29,000	\$ 1,000	\$ 3,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 23,000	\$ 53,000	\$ 12,000
23	Expenditure	\$ 10,045	\$ -	\$ -	\$ 5,000	\$ -	\$ 5,000	\$ 15,000	\$ 25,045	\$ 6,000
24	Admin	\$ 10,045	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,045	\$ -
	Transferred									
	Appropriated not Transferred									
	Programmed			\$ 5,000	\$ -	\$ 5,000	\$ -	\$ 15,000	\$ 15,000	\$ 6,000
26	Category Balance Per Year	\$ 18,955	\$ 1,000	\$ 3,000	\$ -	\$ 5,000	\$ -	\$ 8,000	\$ 27,955	\$ 6,000
27	Category Cumulative Balance Per Year	\$ 18,955	\$ 19,955	\$ 22,955	\$ 27,955	\$ 27,955	\$ 27,955	\$ 129,775	\$ 27,955	\$ 163,775

RUNNING TOTALS		FY 21 (CURRENT YEAR)	FY 22 (BUDGET YEAR)	FY 23	FY 24	FY 25	FY 26	FY 22 - FY26 THROUGH FY26	FY 27 - FY31 THROUGH FY31	
28	Revenue Totals	\$ 2,261,000	\$ 16,000	\$ 53,000	\$ 102,000	\$ 102,000	\$ 102,000	\$ 461,000	\$ 2,738,000	\$ 256,000
29	Total Expenditures	\$ 2,324,045	\$ -	\$ 16,000	\$ 21,000	\$ -	\$ 21,000	\$ 65,000	\$ 2,387,045	\$ 6,000
30	Annual Surplus (Deficit)	\$ (63,045)	\$ 16,000	\$ 37,000	\$ 81,000	\$ 102,000	\$ 97,000	\$ 396,000	\$ 350,955	\$ 250,000
31	Cumulative Surplus (Deficit)	\$ (63,045)	\$ (47,045)	\$ (10,045)	\$ 70,955	\$ 172,955	\$ 253,955	\$ 838,775	\$ 350,955	\$ 600,955



## Balboa Park Projects

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



## BALBOA PARK

1. Balboa Reservoir Proposed Site Plan
2. Balboa Park Eastside Connection Project
3. Balboa Park Eastside Connection Project
4. Geneva Car Barn and Powerhouse Renovation Construction
5. Geneva Car Barn and Powerhouse Renovation Construction
6. Geneva Car Barn and Powerhouse Renovation Construction

Photo credits: (1) Reservoir Community Partners; (2-3); BART; (4-6) Aidlin + Darling Design

# EASTERN NEIGHBORHOODS

## Background and Highlights

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

## COMMUNITY BENEFITS FUNDING

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

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

To further identify and define capital projects, the Planning Department has published several implementation plans. These Plans include The Mission District Streetscape Plan, the Showplace Square Open Space Plan, EN Trips, and the Central Waterfront / Dogpatch Public Realm Plan.

Because capital improvements were described at a fairly high level in the initial Eastern Neighborhoods approvals, the Planning Department works with the implementing agencies, the EN CAC, and community to identify and prioritize projects on an ongoing basis.

In the next five years, the City expects to collect about \$45 million in impact fees.

## Ongoing Planning

### THE SHOWPLACE / SOMA NEIGHBORHOOD ANALYSIS AND COORDINATION STUDY (SNACS)

Several area plans and projects are positioning the Showplace/ SoMa area for long-term change. The SNACS will identify strategies to coordinate these efforts, including potential opportunities to support neighborhood goals for increasing housing, PDR jobs and public space access. While parts of the study were paused due to COVID-19, by early 2021 the project will provide a 10-year update to the Showplace Square Open Space Plan and identify additional public space opportunities in western SoMa. For more information, visit the project website: <https://sfplanning.org/project/showplace-soma-neighborhood-analysis-and-coordination-study-snacs>

### COMMUNITY ADVISORY COMMITTEE (CAC)

The Eastern Neighborhoods Community Advisory Committee (EN CAC) started meeting on a monthly basis in October 2009. The CAC, originally comprised of 19 members, is now comprised of eleven members appointed by the Board of Supervisors or the Mayor. The CAC focus on implementation of the Eastern Neighborhoods Implementation Program and priority projects. This is the first calendar year, in which the CAC met as a eleven member body without having jurisdiction over the South of Market area.

The EN CAC endorsed the EN IPIC Expenditure Plan in October 2020. Staff informed the CAC that fee revenue had continued to slow for the second year; this year, the COVID-19 crisis put additional strain on expected revenue. Staff advised the CAC that the City was planning to first prioritize projects for funding that are under construction, soon to be under construction, or otherwise awaiting cash to meet certain obligations such as matching funds. Conversely, funds that are left in more general-purpose line items and for which projects have not yet been identified, were to be prioritized last, with other named projects falling somewhere in the middle. Staff asked the CAC for their feedback to this approach. While the CAC generally agreed (see EN CAC memo, Appendix 1), they commented that they wanted higher prioritization for Jackson Park, and wanted assurance that Mission Recreation Center would be prioritized for later funding. They also asked that funding for the Community Challenge Grant be restored. For more information, visit: <https://sfplanning.org/eastern-neighborhoods-citizens-advisory-committee>.

# Eastern Neighborhoods

(Mission, SP/Potrero, Central Waterfront/Dogpatch) - IPIC Expenditure Plan FY22 - FY26

Final Version as Endorsed by IPIC

	THROUGH FY20	FY 21 (CURRENT YEAR)	FY 22 (BUDGET YEAR)	FY 23	FY 24	FY 25	FY 26	FY22 - FY26	THROUGH FY26	FY27 - FY31	THROUGH FY31
EN - Non-Soma											
HOUSING (Mission)	\$ 1,827,000	\$ 115,000	\$ 1,111,000	\$ 15,000	\$ 264,000	\$ -	\$ -	\$ 1,390,000	\$ 3,332,000	\$ -	\$ 3,332,000
TRANSPORTATION / TRANSIT	\$ 13,514,000	\$ 661,000	\$ 1,782,000	\$ 587,000	\$ 876,000	\$ 282,000	\$ 5,952,000	\$ 9,481,000	\$ 23,656,000	\$ 1,343,000	\$ 24,999,000
COMPLETE STREETS	\$ 14,492,000	\$ 734,000	\$ 2,034,000	\$ 1,207,000	\$ 2,634,000	\$ 875,000	\$ 6,985,000	\$ 13,735,000	\$ 28,961,000	\$ 4,157,000	\$ 33,118,000
RECREATION AND OPEN SPACE	\$ 24,536,000	\$ 677,000	\$ 2,330,000	\$ 1,670,000	\$ 4,042,000	\$ 1,341,000	\$ 6,646,000	\$ 16,029,000	\$ 41,242,000	\$ 6,889,000	\$ 47,611,000
CHILD CARE	\$ 3,422,000	\$ 102,000	\$ 316,000	\$ 233,000	\$ 549,000	\$ 182,000	\$ 1,013,000	\$ 2,295,000	\$ 5,819,000	\$ 867,000	\$ 6,686,000
ADMIN	\$ 2,855,000	\$ 120,000	\$ 399,000	\$ 195,000	\$ 441,000	\$ 141,000	\$ 1,084,000	\$ 2,260,000	\$ 5,235,000	\$ 668,000	\$ 5,903,000
<b>Total</b>	\$ 60,814,000	\$ 2,409,000	\$ 7,974,000	\$ 3,907,000	\$ 8,808,000	\$ 2,821,000	\$ 21,680,000	\$ 45,190,000	\$ 108,413,000	\$ 13,404,000	\$ 121,817,000
	\$ 1,198,000										
Non-Soma											

## Housing

	THROUGH FY20	FY 21 (CURRENT YEAR)	FY 22 (BUDGET YEAR)	FY 23	FY 24	FY 25	FY 26	FY22 - FY26	THROUGH FY26	FY27 - FY31	THROUGH FY31
Non-Soma											
Revenue	\$ 1,827,000	\$ 115,000	\$ 1,111,000	\$ 15,000	\$ 264,000	\$ -	\$ -	\$ 1,390,000	\$ 3,332,000	\$ -	\$ 3,332,000
Revenue (with Deferral)											
<b>Expenditure</b>											
3 Mission											
Transferred	\$ 1,651,000							\$ -	\$ 1,651,000	\$ -	\$ 1,651,000
Appropriated not Transferred											
Programmed	\$ -	\$ 115,000	\$ 1,111,000	\$ 15,000	\$ 264,000	\$ -	\$ -	\$ 1,390,000	\$ 1,505,000	\$ -	\$ 1,505,000
<b>Total</b>	\$ 1,651,000	\$ 115,000	\$ 1,111,000	\$ 15,000	\$ 264,000	\$ -	\$ -	\$ 1,390,000	\$ 3,156,000	\$ -	\$ 3,156,000
Expenditure Non-Soma	\$ 1,651,000	\$ 115,000	\$ 1,111,000	\$ 15,000	\$ 264,000	\$ -	\$ -	\$ 1,390,000	\$ 3,156,000	\$ -	\$ 3,156,000
Category Balance Per Year - Non-Soma	\$ 176,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 176,000	\$ -	\$ 176,000
Category Cumulative Balance Per Year - Non-Soma	\$ 176,000	\$ 176,000	\$ 176,000	\$ 176,000	\$ 176,000	\$ 176,000	\$ 176,000	\$ 176,000	\$ 176,000	\$ 176,000	\$ 176,000



# Eastern Neighborhoods

(Mission, SP/Potrero, Central Waterfront/Dogpatch) - IPIIC Expenditure Plan FY22 - FY26

Final Version as Endorsed by IPIIC

Non-Soma		FY 22 (BUDGET YEAR)										FY 23	FY 24	FY 25	FY 26	FY22 - FY26	THROUGH FY26	FY27 - FY31	THROUGH FY31						
Revenue Non-Soma		\$	13,514,000	\$	661,000	\$	1,782,000	\$	587,000	\$	878,000	\$	282,000	\$	5,952,000	\$	9,199,000	\$	23,656,000	\$	1,443,000	\$	24,999,000		
Expenditure		\$	19,497,000	\$	982,000	\$	985,000	\$	150,000	\$	150,000	\$	1,418,000	\$	290,000	\$	250,000	\$	420,000	\$	23,682,000	\$	1,317,000	\$	25,000,000
9	16th Street / 22d-Fillmore Improvements	MTA	Transferred	\$	19,497,000	\$	-	\$	-	\$	-	\$	19,497,000	\$	-	\$	-	\$	19,497,000	\$	-	\$	-	\$	19,497,000
			Appropriated not Transferred	\$	982,000	\$	-	\$	-	\$	-	\$	982,000	\$	-	\$	-	\$	982,000	\$	-	\$	-	\$	982,000
			Programmed	\$	-	\$	985,000	\$	-	\$	-	\$	985,000	\$	-	\$	-	\$	985,000	\$	-	\$	-	\$	985,000
			Total	\$	20,479,000	\$	985,000	\$	-	\$	-	\$	21,464,000	\$	-	\$	-	\$	21,464,000	\$	-	\$	-	\$	21,464,000
12	22nd Street Green Connections	DPW	Transferred	\$	150,000	\$	-	\$	-	\$	-	\$	150,000	\$	-	\$	-	\$	150,000	\$	-	\$	-	\$	150,000
			Appropriated not Transferred	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
			Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
			Total	\$	150,000	\$	-	\$	-	\$	-	\$	150,000	\$	-	\$	-	\$	150,000	\$	-	\$	-	\$	150,000
13	Potrero Avenue Streetscape	DPW	Transferred	\$	1,418,000	\$	-	\$	-	\$	-	\$	1,418,000	\$	-	\$	-	\$	1,418,000	\$	-	\$	-	\$	1,418,000
			Appropriated not Transferred	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
			Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
			Total	\$	1,418,000	\$	-	\$	-	\$	-	\$	1,418,000	\$	-	\$	-	\$	1,418,000	\$	-	\$	-	\$	1,418,000
14	Pedestrian, Bicycle, and Streetscape Enhancement Fund	DPW	Transferred	\$	290,000	\$	-	\$	-	\$	-	\$	290,000	\$	-	\$	-	\$	290,000	\$	-	\$	-	\$	290,000
			Appropriated not Transferred	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
			Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
			Total	\$	290,000	\$	-	\$	-	\$	-	\$	290,000	\$	-	\$	-	\$	290,000	\$	-	\$	-	\$	290,000
15	Transit Enhancement Fund - Non-Soma	MTA	Transferred	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
			Appropriated not Transferred	\$	170,000	\$	-	\$	-	\$	-	\$	170,000	\$	-	\$	-	\$	170,000	\$	-	\$	-	\$	-
			Programmed	\$	-	\$	250,000	\$	-	\$	-	\$	250,000	\$	-	\$	-	\$	250,000	\$	-	\$	-	\$	-
			Total	\$	170,000	\$	250,000	\$	-	\$	-	\$	420,000	\$	-	\$	-	\$	420,000	\$	-	\$	-	\$	-
			Expenditure Non-Soma	\$	22,447,000	\$	985,000	\$	-	\$	-	\$	23,682,000	\$	-	\$	-	\$	23,682,000	\$	-	\$	-	\$	-
			Category Balance Per Year - Non-Soma	\$	(8,933,000)	\$	(324,000)	\$	1,782,000	\$	878,000	\$	282,000	\$	5,952,000	\$	8,949,000	\$	(26,000)	\$	1,343,000	\$	1,317,000	\$	1,317,000
			Category Cumulative Balance Per Year - Non-Soma	\$	(8,933,000)	\$	(9,257,000)	\$	(7,475,000)	\$	(6,260,000)	\$	(5,978,000)	\$	(26,000)	\$	(26,000)	\$	(26,000)	\$	(26,000)	\$	1,317,000	\$	1,317,000

# Eastern Neighborhoods

(Mission, SP/Potrero, Central Waterfront/Dogpatch) - IPIG Expenditure Plan FY22 - FY26

Final Version as Endorsed by IPIG

Non-Soma		FY 21 (CURRENT YEAR)		FY 22 (BUDGET YEAR)		FY 23		FY 24		FY 25		FY 26		THROUGH FY26		FY21 - FY31		THROUGH FY31	
		THROUGH FY20																	
<b>Complete Streets</b>																			
Revenue Non-Soma		\$ 14,492,000	\$ 734,000	\$ 2,034,000	\$ 1,207,000	\$ 2,634,000	\$ 875,000	\$ 6,985,000	\$ 12,860,000	\$ 28,961,000	\$ 4,157,000	\$ 33,118,000							
<b>Expenditure</b>																			
22	22nd Street Green Connections																		
	DPW																		
	Transferred	\$ 3,000,000																	
	Appropriated not Transferred																		
	Programmed																		
	Total	\$ 3,000,000																	
25	22nd Street Green Connections																		
	DPW																		
	Transferred																		
	Appropriated not Transferred																		
	Programmed																		
	Total																		
26	Central Waterfront Short Term Pedestrian Improvements																		
	DPW																		
	Transferred	\$ 183,000																	
	Appropriated not Transferred																		
	Programmed																		
	Total	\$ 183,000																	
27	Pedestrian, Bicycle, and Streetscape Enhancement Fund *																		
	DPW																		
	Transferred	\$ 2,939,000																	
	Appropriated not Transferred																		
	Programmed																		
	Total	\$ 2,939,000																	
28	The Loop Phase 1 (17th Street)																		
	DPW																		
	Transferred	\$ 200,000																	
	Appropriated not Transferred																		
	Programmed																		
	Total	\$ 200,000																	
29	Central Waterfront/Dogpatch, Showplace/Potrero Streetscape Project																		
	DPW																		
	Transferred	\$ 2,989,000																	
	Appropriated not Transferred																		
	Programmed																		
	Total	\$ 2,989,000																	
29.1	Treat Plaza																		
	DPW																		
	Transferred	\$ 1,011,000																	
	Appropriated not Transferred																		
	Programmed																		
	Total	\$ 1,011,000																	
<b>Expenditure - Non-Soma</b>		\$ 13,466,000																	
<b>Category Balance Per Year - Non-Soma</b>		\$ 1,026,000	\$ 734,000	\$ 2,034,000	\$ (1,034,000)	\$ 1,560,000	\$ 875,000	\$ 6,985,000	\$ 12,180,000	\$ 9,545,000	\$ 4,157,000	\$ 16,337,000							
<b>Category Cumulative Balance Per Year - Non-Soma</b>		\$ 1,026,000	\$ 1,760,000	\$ 3,794,000	\$ 2,760,000	\$ 4,320,000	\$ 5,195,000	\$ 12,180,000	\$ 12,180,000	\$ 12,180,000	\$ 16,337,000	\$ 16,337,000							

# Eastern Neighborhoods

(Mission, SP, Potosero, Central Waterfront/Dogpath) - IPIG Expenditure Plan FY22 - FY26

Final Version as Endorsed by IPIG

Non-Soma		FY 22 (BUDGET YEAR)									
		THROUGH FY20	FY 21 (CURRENT YEAR)	FY 23	FY 24	FY 25	FY 26	FY22 - FY26	THROUGH FY26	FY27 - FY31	THROUGH FY31
<b>Revenue Non-Soma</b>		\$ 24,536,000	\$ 677,000	\$ 2,330,000	\$ 1,670,000	\$ 4,042,000	\$ 1,341,000	\$ 6,646,000	\$ 14,688,000	\$ 41,242,000	\$ 6,369,000
<b>Expenditure</b>											
34	17th and Folsom Park										
	RPD										
	Transferred	\$ 3,160,000									
	Appropriated not Transferred	\$ -									
	Programmed	\$ -									
	Total	\$ 3,160,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,160,000	\$ -	\$ 3,160,000
36	Franklin Square Par-Course										
	RPD										
	Transferred	\$ 210,000									
	Appropriated not Transferred	\$ -									
	Programmed	\$ -									
	Total	\$ 210,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 210,000	\$ -	\$ 210,000
38	Potosero Recreation Center										
	RPD										
	Transferred	\$ 1,000,000									
	Appropriated not Transferred	\$ -									
	Programmed	\$ -									
	Total	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ -	\$ 1,000,000
40	Mission Recreation Center*										
	RPD										
	Transferred	\$ 1,000,000									
	Appropriated not Transferred	\$ -									
	Programmed	\$ 940,000									
	Total	\$ 1,940,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,800,000	\$ 1,800,000	\$ 1,800,000
41	Jackson Playground*										
	RPD										
	Transferred	\$ 640,000									
	Appropriated not Transferred	\$ -									
	Programmed	\$ 1,000,000									
	Total	\$ 1,640,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,224,000	\$ 3,136,000	\$ 3,136,000
42	Garfield Square Aquatic Center										
	RPD										
	Transferred	\$ 8738,000									
	Appropriated not Transferred	\$ -									
	Programmed	\$ -									
	Total	\$ 8,738,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,738,000	\$ -	\$ 8,738,000
43	Juri Commons										
	RPD										
	Transferred	\$ 825,000									
	Appropriated not Transferred	\$ -									
	Programmed	\$ 175,000									
	Total	\$ 1,000,000	\$ 175,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ -	\$ 1,000,000
44	Jose Coronado Playground										
	RPD										
	Transferred	\$ -									
	Appropriated not Transferred	\$ 1,533,000									
	Programmed	\$ -									
	Total	\$ 1,533,000	\$ (1,533,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
46	Central Waterfront Recreation and Open Space										
	RPD										
	Transferred	\$ -									
	Deferred	\$ 2,756,000									
	Programmed	\$ -									
	Total	\$ 2,756,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,756,000	\$ -	\$ 2,756,000
47	Esprit Park										
	RPD										
	Transferred	\$ 2,711,000									

Non-Soma		THROUGH FY20		FY 21 (CURRENT YEAR)		FY 22 (BUDGET YEAR)		FY 23		FY 24		FY 25		FY 26		FY22 - FY26 THROUGH FY26		FY27 - FY31 THROUGH FY31		
48	The Loop Phase 1 (CalTrans ROW)	Deferred	\$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		Programmed	\$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		Total	\$	2,711,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
DIPW	Transferred	\$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Programmed	\$	1,250,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Total	\$	1,250,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	
49	Community Challenge Grant	Deferred	\$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		Programmed	\$	825,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		Total	\$	825,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
ADMIN	Deferred	\$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Programmed	\$	200,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Total	\$	200,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	
50	Bond Planning and Implementation	Deferred	\$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		Programmed	\$	1,597,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		Total	\$	1,597,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
51	Doggett Park (In-Kind)	Deferred	\$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		Programmed	\$	2,370,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		Total	\$	2,370,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
52	Dogpatch Art Plaza (In-Kind)	Deferred	\$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		Programmed	\$	850,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		Total	\$	850,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Expenditure - Non-Soma	\$	30,088,000	\$	(1,358,000)	\$	2,000,000	\$	2,000,000	\$	3,424,000	\$	3,336,000	\$	1,797,000	\$	7,421,000	\$	39,487,000		
Category Balance Per Year - Non-Soma	\$	(5,552,000)	\$	2,035,000	\$	2,130,000	\$	(330,000)	\$	618,000	\$	(1,995,000)	\$	4,849,000	\$	7,467,000	\$	1,755,000	\$	6,369,000
Category Commulative Balance Per Year - Non-Soma	\$	(5,552,000)	\$	(3,517,000)	\$	(1,387,000)	\$	(1,717,000)	\$	(1,099,000)	\$	(3,094,000)	\$	1,755,000	\$	1,755,000	\$	1,755,000	\$	8,124,000

\* Jackson Park and Mission Recreation Center implementation is dependent on timing and amount of the next Citywide Parks Bond; amounts shown here may be adjusted in future years given outcome of bond planning. Also, the timing of funds for Mission Rec and Jackson Park relative to each other may be changed in future funding cycles - the Eastern Neighborhoods CAC recommended that priority be given to Jackson Park (see Exhibit X) for the EN CAC's letter to IPIC).

# Eastern Neighborhoods

(Mission, SP/Potero, Central Waterfront/Dogpatch) - IPIE Expenditure Plan FY22 - FY26

Final Version as Endorsed by IPIE

Non-Soma		THROUGH FY20	FY 21 (CURRENT YEAR)	FY 22 (BUDGET YEAR)	FY 23	FY 24	FY 25	FY 26	FY22 - FY26	THROUGH FY26	FY27 - FY31	THROUGH FY31
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Revenue Non-Soma		\$ 3,422,000	\$ 102,000	\$ 318,000	\$ 233,000	\$ 549,000	\$ 182,000	\$ 1,015,000	\$ 2,113,000	\$ 5,819,000	\$ 867,000	\$ 6,686,000
Expenditure		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Child Care		THROUGH FY20	FY 21 (CURRENT YEAR)	FY 22 (BUDGET YEAR)	FY 23	FY 24	FY 25	FY 26	FY22 - FY26	THROUGH FY26	FY27 - FY31	THROUGH FY31
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57	OECE	\$ 2,914,223	\$ 236,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,914,223	\$ -	\$ 2,914,223
	Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Programmed	\$ -	\$ 236,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 236,600	\$ -	\$ 236,600
	Total	\$ 2,914,223	\$ 236,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,914,223	\$ -	\$ 2,914,223

IN-KIND		THROUGH FY20	FY 21 (CURRENT YEAR)	FY 22 (BUDGET YEAR)	FY 23	FY 24	FY 25	FY 26	FY22 - FY26	THROUGH FY26	FY27 - FY31	THROUGH FY31
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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		\$ 4,830,223	\$ 236,600	\$ -	\$ -	\$ 44,474	\$ 35,000	\$ 14,303	\$ 58,777	\$ 5,160,600	\$ 638,573	\$ 5,799,172
Category Balance Per Year - Non-Soma		\$ (1,408,223)	\$ (134,600)	\$ 318,000	\$ 233,000	\$ 504,526	\$ 147,000	\$ 998,697	\$ 2,054,223	\$ 658,400	\$ 228,427	\$ 886,828
Category Cumulative Balance Per Year - Non-Soma		\$ (1,408,223)	\$ (1,542,823)	\$ (1,224,823)	\$ (891,823)	\$ (487,297)	\$ (340,297)	\$ 658,400	\$ 658,400	\$ 658,400	\$ 886,828	\$ 886,828

## Program Administration

Revenue Non-Soma		\$ 1,916,000	\$ 120,000	\$ 399,000	\$ 195,000	\$ 441,000	\$ 141,000	\$ 1,084,000	\$ 2,119,000	\$ 5,235,000	\$ 668,000	\$ 5,903,000
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Admin		THROUGH FY20	FY 21 (CURRENT YEAR)	FY 22 (BUDGET YEAR)	FY 23	FY 24	FY 25	FY 26	FY22 - FY26	THROUGH FY26	FY27 - FY31	THROUGH FY31
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	Transferred	\$ 2,591,750	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,591,750	\$ -	\$ 2,591,750
	Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Programmed	\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ -	\$ 500,000
	Total	\$ 2,591,750	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,591,750	\$ -	\$ 2,591,750

Admin Transfer to Programs - Non-Soma		\$ 1,192,804	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,192,804	\$ -	\$ 1,192,804
	Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total	\$ 1,192,804	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,192,804	\$ -	\$ 1,192,804

Expenditure Non-Soma		\$ 3,784,354	\$ 500,000	\$ 500,000	\$ 129,945	\$ 334,538	\$ 61,971	\$ 176,968	\$ 1,141,451	\$ 5,487,976	\$ 707,187	\$ 6,195,163
Category Balance Per Year - Non-Soma		\$ (1,868,554)	\$ (880,000)	\$ (101,000)	\$ 65,055	\$ 106,462	\$ 79,029	\$ 907,932	\$ 972,549	\$ (252,976)	\$ (89,187)	\$ (292,163)
Category Cumulative Balance Per Year - Non-Soma		\$ (929,554)	\$ (1,309,554)	\$ (1,410,554)	\$ (1,345,499)	\$ (1,239,037)	\$ (1,160,068)	\$ (252,976)	\$ (252,976)	\$ (252,976)	\$ (1,195,945)	\$ (1,195,945)

## TOTAL BALANCES - Non-Soma

TOTAL BALANCES - Non-Soma		THROUGH FY20	FY 21 (CURRENT YEAR)	FY 22 (BUDGET YEAR)	FY 23	FY 24	FY 25	FY 26	FY22 - FY26	THROUGH FY26	FY27 - FY31	THROUGH FY31
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68	Revenue Totals	\$ 60,814,000	\$ 2,409,000	\$ 7,974,000	\$ 3,907,000	\$ 8,808,000	\$ 2,821,000	\$ 21,680,000	\$ 45,190,000	\$ 108,413,000	\$ 15,682,000	\$ 124,095,000
69	Total Expenditures	\$ 76,266,777	\$ 478,600	\$ 1,811,000	\$ 4,635,945	\$ 5,141,012	\$ 3,432,971	\$ 1,988,271	\$ 13,762,228	\$ 93,754,576	\$ 1,345,760	\$ 95,100,336
70	Annual Surplus (Deficit)	\$ (15,452,777)	\$ 1,930,400	\$ 6,163,000	\$ (728,945)	\$ 3,666,988	\$ (611,971)	\$ 19,691,729	\$ 31,413,772	\$ 14,658,424	\$ 12,036,240	\$ 26,548,664
72	Cumulative Surplus (Deficit)	\$ (15,620,777)	\$ (13,690,377)	\$ (7,527,377)	\$ (8,256,322)	\$ (4,588,334)	\$ (5,201,305)	\$ 14,490,424	\$ 14,490,424	\$ 14,490,424	\$ 25,644,883	\$ 25,644,883



## 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. Garfield Pool Construction
2. Franklin Square Improvements
3. Juri Commons Park
4. 22nd Street Improvements
5. Espirit Public Realm Plan Rendering
6. 22 Fillmore along 16th

Photo credits: (1-4) RPD; (5) Fletcher Studio; (6) SFMTA

## Eastern Neighborhoods Project Descriptions

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

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

#### Project Origin:

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

#### Project Status and Delivery:

Phase 1 between Potrero Avenue and 3rd Street is complete. Phase 2 will begin construction in 2021.

#### Total Costs:

Approximately \$78 million for both phases

#### IPIC Funds:

\$21.4 million total; \$982K in FY 22

### TRANSIT ENHANCEMENT FUND (EXPENDITURE PLAN LINE NO. 15)

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

#### Project Origin:

IPIC

#### Project Status and Delivery:

Funds are available for transit projects upon request and after consultation with IPIC and the EN CAC.

#### IPIC Funds:

\$420,000

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

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

#### Project Origin:

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

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

#### Project Status and Delivery:

Complete

#### Total Costs:

Approximately \$4.5 million

#### IPIC Funds:

\$3.8 million (including \$650 thousand from the Pedestrian and Bicycle Enhancement Fund); Funds appropriated in 2017 and prior



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

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

**Project Origin:**

EN Area Plan Implementation Maps

**Project Status and Delivery:**

Complete

**Total Costs:**

Approximately \$19.8 million

**IPIC Funds:**

\$1.4 million in FY 17 and prior

**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 San Francisco Public Works access to funds that can fill the last gaps of projects and/or to prioritize Eastern Neighborhood projects above others for implementation.

**Project Origin:**

IPIC

**Project Status and Delivery:**

Funds are available to streetscape, bike and pedestrian projects upon request and after consultation with IPIC and the EN CAC. Eligible projects generally include, but are not limited to, streetscape projects that are being identified in the Central Waterfront Dogpatch Public Realm Plan. \$650,000 has gone toward 22nd Street as previously described; \$689,000 will go toward Treat Plaza; and \$300,000 for new streetscaping on Minnesota Street. \$1 million has not yet been affiliated with any particular projects.

**Total Costs:**

\$2,939,000 total

**IPIC Funds:**

\$2,939,000 total

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

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

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

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

**Project Origin:**

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

**Project Status and Delivery:**

Public Realm Plan completed 2018. Minnesota Streetscape project is in the design phase.

**Total Costs:**

TBD; \$4.5M for Minnesota Streetscape Project

**IPIC Funds:**

\$10,210,000 total; \$6,133,000 in FY 20

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

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

**Project Origin:**

Community sponsored and proposed project

**Project Status and Delivery:**

Design Phase

**Total Costs:**

\$2.8 million

**IPIC Funds:**

\$1,800,000 (\$300,000 from FY17 Ped and Bike Fund)

**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 side-walk will be extended farther into the intersection, and planters will offer decorative seating, and provide a protective barrier to traffic.

**Project Origin:**

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

**Project Status and Delivery:**

Construction anticipated to start Spring 2020.

**Total Costs:**

\$2 million

**IPIC Funds:**

\$1.1 million

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

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

**Project Origin:**

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

**Project Status and Delivery:**

Under Development

**Total Costs:**

TBD

**IPIC Funds:**

\$3.74 million total

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

The 4.9-acre Jackson Playground is located in Potrero Hill and occupies an entire city block. Jackson Playground includes picnic areas, tennis and basketball courts, two ball fields, a children’s play area and clubhouse. REC, in collaboration with the Friends of Jackson Park community group, is working on a design for the renovation of the park. Improvements may include reorientation and renovation of some existing park amenities such as the sports fields, construction of a new playground, and the relocation, renovation, and possible extension of the historic clubhouse.

**Project Origin:**

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

**Project Status and Delivery:**

REC has a preferred plan at Jackson Playground that is currently undergoing environmental review. The park’s renovation will receive funding from the 2020 Health & Recovery G.O. Bond as a Recovery Park.

**Total Costs:**

\$27 million

**IPIC Funds:**

\$1.64 million FY17 and prior; \$3.224 M FY 24 and \$3.136 M FY 25

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

The project includes 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 will include a shared entry lobby to access the pool facility and clubhouse, a new multi-purpose courtyard, new and restored murals and, improved park accessibility and new landscaping.

**Project Origin:**

2012 Clean and Safe Neighborhood Parks Bond

**Project Status and Delivery:**

Currently under construction; expected completion end of 2020.

**Total Costs:**

\$21 million

**IPIC Funds:**

\$8.7 million total prior to FY20

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

This Let’sPlaySF! project on this small park located within an old railroad right-of-way will completely renovate the Children’s Play Area, including accessibility and safety improvements and possibly lighting improvements. Additional funds through the 2012 Bond COF program will fund the renovation of the pathway, new irrigation, fencing, planting and other amenities at the park.

**Project Origin:**

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

**Project Status and Delivery:**

Construction began summer 2020. Anticipated completion in spring 2021.

**Total Costs:**

\$1.7 million

**IPIC Funds:**

\$825,000 in previous years; \$175,000 in FY 21

**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, Woods Yard, the Minnesota Grove, and Warm Water Cove.

**Project Origin:**

Original Implementation Document

**Project Status and Delivery:**

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

**Total Costs:**

TBD

**IPIC Funds:**

\$2.756 million in FY 20 but deferred

**BOND PLANNING AND IMPLEMENTATION (MAP/ EXPENDIURE PLAN LINE ITEM NO. 50) [NOTE, THIS IS THE SAME INFORMATION FOR SOMA AND EASTERN NEIGHBORHOODS]**

This line item was created to set aside sufficient funds for planning and implementation of G.O. Bond projects. Projects for which these funds could be used include, Gene Friend Recreation Center, Jackson Playground, and Mission Rec and Arts Center.

**Project Orgin:**

2020 Health and Recovery G.O. Bond Report

**Project Status and Delivery:**

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

**Total Costs:**

\$1.5 million in FY 26 for bond planning

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

Proposed improvements to Esprit Park include drainage and irrigation improvements, refining circulation, retaining the urban forest feel, clarifying functional use areas and providing infrastructure and amenities for different user groups, including children, adult fitness community, off-leash dog walkers

**Project Origin:**

Original Implementation Document (the document planned for one rehabilitation project and one new park in each of the EN Neighborhoods); Central Waterfront / Dogpatch Public Realm Plan

**Project Status and Delivery:**

Conceptual design and community engagement in process. Concept plan anticipated early 2021.

**Total Costs:**

\$7.7 million

**IPIC Funds:**

\$2.7 million FY 18 and Prior

**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 Office of Early Child Education (OECE) 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, OECE issued a Notice of Availability of Funds and selected the Mission Neighborhood Center to receive \$1.2 million to go toward the acquisition/renovation of a new site at 1240 Valencia Street.

**Project Origin:**

EN Implementation Document

**Project Status and Delivery:**

Ongoing

**IPIC Funds:**

In general, OECE 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 \$4.1 million has been appropriated through FY 20.

# MARKET AND OCTAVIA

## Background and Highlights

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

The Plan included zoning actions to encourage the development of mixed-use infill projects. From 2015 through the end of 2019, about 1,950 net new units have been added in the Plan Area; of these, about 406 units are affordable Below Market Rate (BMR) rental or ownership units, representing roughly 21 percent of new units delivered in the last five years. Another 37 development projects, totaling approximately 3,640 units, were in the Planning Department's development pipeline as of the end of 2019, including those currently under construction.

In support of this growth and the Plan Area vision, the Plan also included a list of programmatic and discrete community improvements (Market and Octavia Plan, Appendix C), many of which are underway or have been completed, and some have not commenced or are ongoing in nature. These improvements and others that support the goals and objectives of the Plan draw on a number of funding sources, which are detailed below. 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 Community Infrastructure Fee. The revenue from this fee must be allocated to projects within the Plan Area for transportation, complete streets, recreation and open space, childcare, and program administration in the proportion set out in the Planning Code, as shown below. Based on the current development pipeline, the Department projects \$38 million in revenue from this fee over the next five fiscal years (July 1, 2021 – June 30, 2026).

Projects in the Van Ness and Market Special Use District (SUD) that exceed a specified Floor Area Ratio are also subject to the Van Ness and Market Neighborhood Infrastructure Fee. Funds collected under this fee are required to be allocated to the same funding categories, but revenue must be prioritized for community improvement projects located with the SUD area. Revenue from this fee is projected at a total of \$18.6 million over the next five years, for a combined total of roughly \$51 million over the next five years between the two fees.

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 \$56.2 million. Most of these revenues have been spent on a series of community amenities adjacent to the Central Freeway, including the West SoMa skate park and dog run, and the McCoppin Hub Plaza. An additional \$12.7 million has been dedicated to maintaining a state of good repair for Van Ness Avenue. In addition, proceeds from the sale of remaining parcels are projected to yield a total of between \$2 million and \$5 million by 2022. These funds have not yet been programmed but must be dedicated to transportation and streetscape improvements in the Market and Octavia area.

## Ongoing Planning

### THE MARKET AND OCTAVIA COMMUNITY ADVISORY COMMITTEE

The Market and Octavia Community Advisory Committee (MO CAC) is a representative body that provides advice to the City regarding implementation of the Market and Octavia Area Plan and the Plan's community improvements. The Market and Octavia CAC meets on a monthly basis and is composed of nine members of the public, appointed by the Board of Supervisors or the Mayor.

### THE MARKET AND OCTAVIA AREA PLAN AMENDMENT (THE HUB)

In 2015, the Planning Department began a community planning process to update a portion of the Market and Octavia Area Plan historically called the Hub, and previously known in the Plan as "SOMA-West." This study resulted in an amendment to the area plan that was adopted by the Board of Supervisors in July 2020 and included new zoning, public realm improvements and a community benefits package that would be implemented through new development requirements and fees. A community facilities fee was established to fund community facilities in and adjacent to the plan area. Revenue from this new impact fee will be included in the next years IPIC report. For more information, visit the project website: <https://sfplanning.org/market-street-hub-project>

### OCTAVIA BOULEVARD COMMEMORATION PROJECT

In 1989, the Loma Prieta earthquake damaged the Hayes Valley elevated Central Freeway section, giving opportunity to a grassroots city-wide campaign to remove the freeway. A Citizens Task Force pushed for the damaged freeway to be replaced by a street level boulevard, and in 1999, San Franciscans finally voted to tear down the freeway and

replace it. The final Octavia Boulevard opened in 2005, symbolizing a win for a citizen-driven mission to create community on an underutilized site. In order to commemorate this event, a portion of impact fees collected in the Market and Octavia Plan area were distributed towards the creation of a website, community engagement, the formation and involvement of a working group, the development of a vision for the neighborhood, and the selection of an art concept and development of an implementation plan. For more information on the Commemoration Project, please visit the website: [byebyefreeway.org](http://byebyefreeway.org)

Revenue - Actuals FY18 and Prior - Projected FY19 and Forward											
	THROUGH FY20	FY 21 (CURRENT YEAR)	FY 22 (BUDGET YEAR)	FY 23	FY 24	FY 25	FY 26	FY22 - FY26	THROUGH FY26	FY27 - FY31	THROUGH FY31
Revenue : Actuals FY19 and Prior --- Projected FY20 and Forward	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
1 TRANSPORTATION / TRANSIT	\$ 8,563,000	\$ 3,719,000	\$ 7,197,000	\$ 2,210,000	\$ 531,000	\$ 857,000	\$ 632,000	\$ 11,417,000	\$ 23,699,000	\$ 18,634,000	\$ 42,333,000
2 COMPLETE STREETS	\$ 9,799,000	\$ 7,794,000	\$ 14,565,000	\$ 4,420,000	\$ 1,086,000	\$ 1,720,000	\$ 1,345,000	\$ 23,048,000	\$ 40,641,000	\$ 39,973,000	\$ 80,614,000
3 RECREATION AND OPEN SPACE	\$ 7,223,000	\$ 3,463,000	\$ 6,830,000	\$ 2,110,000	\$ 488,000	\$ 815,000	\$ 594,000	\$ 10,847,000	\$ 21,533,000	\$ 17,130,000	\$ 38,663,000
4 GREENING	\$ 4,298,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,298,000	\$ -	\$ 4,298,000
5 COMMUNITY FACILITIES	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
6 CHILDCARE	\$ 2,720,000	\$ 1,229,000	\$ 2,558,000	\$ 804,000	\$ 181,000	\$ 308,000	\$ 236,000	\$ 4,077,000	\$ 8,034,000	\$ 5,838,000	\$ 13,872,000
7 LIBRARY	\$ 107,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 107,000	\$ -	\$ 107,000
8 ADMIN	\$ 1,720,000	\$ 853,000	\$ 1,630,000	\$ 503,000	\$ 122,000	\$ 194,000	\$ 142,000	\$ 2,600,000	\$ 5,173,000	\$ 4,289,000	\$ 9,462,000
9 Total	\$ 34,439,000	\$ 17,058,000	\$ 32,789,000	\$ 10,047,000	\$ 2,430,000	\$ 3,894,000	\$ 2,829,000	\$ 51,989,000	\$ 103,485,000	\$ 85,868,000	\$ 189,353,000

# Market Octavia

Final Version as Endorsed by IPIC

Expenditures: Appropriations FY19 and Prior - Planned FY20 and Forward		THROUGH FY20		FY 21 (CURRENT YEAR)		FY 22 (BUDGET YEAR)		FY 23		FY 24		FY 25		FY 26		THROUGH FY26		FY 27 - FY31		THROUGH FY31	
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1	Revenue	\$	8,953,000 \$	3,719,000 \$	7,197,000 \$	2,210,000 \$	531,000 \$	857,000 \$	622,000 \$	11,417,000 \$	23,699,000 \$	18,634,000 \$	42,333,000 \$										
<b>Transit</b>																							
<b>Expenditure</b>																							
2	Haight Two-way Transportation and Streetscape	MTA	390,000 \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	330,000 \$	- \$	- \$	330,000 \$	- \$	- \$	- \$	- \$	- \$	- \$	330,000 \$	
	Transferred																						
	Appropriated not Transferred																						
	Programmed																						
3	Muni Forward	MTA	300,000 \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	300,000 \$	- \$	- \$	300,000 \$	- \$	- \$	- \$	- \$	- \$	- \$	300,000 \$	
	Transferred																						
	Appropriated not Transferred																						
	Programmed																						
4	Light Rail Service Enhancement	MTA	1,376,000 \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	1,376,000 \$	- \$	- \$	1,376,000 \$	- \$	- \$	- \$	- \$	- \$	- \$	1,376,000 \$	
	Transferred																						
	Appropriated not Transferred																						
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	Appropriated not Transferred																						
	Programmed																						
5	Polk Street northbound bicycle improvements	MTA	50,000 \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	50,000 \$	- \$	- \$	50,000 \$	- \$	- \$	- \$	- \$	- \$	- \$	50,000 \$	
	Transferred																						
	Appropriated not Transferred																						
	Programmed																						
	Appropriated not Transferred																						
	Programmed																						
6	Van Ness BRT - Van Ness and Mission ped. improvements	MTA	1,500,000 \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	1,500,000 \$	- \$	- \$	1,500,000 \$	- \$	- \$	- \$	- \$	- \$	- \$	1,500,000 \$	
	Transferred																						
	Appropriated not Transferred																						
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	Programmed																						
7	Hub Transportation Improvements Study	DCP	250,000 \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	250,000 \$	- \$	- \$	250,000 \$	- \$	- \$	- \$	- \$	- \$	- \$	250,000 \$	
	Transferred																						
	Appropriated not Transferred																						
	Programmed																						
	Appropriated not Transferred																						
	Programmed																						
8	Valencia Bikeway	MTA	1,000,000 \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	1,000,000 \$	- \$	- \$	1,000,000 \$	- \$	- \$	- \$	- \$	- \$	- \$	1,000,000 \$	
	Transferred																						
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	Appropriated not Transferred																						
	Programmed																						
9	Western Addition CBTP Improvements (total project cost now 725000)	MTA	350,000 \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	350,000 \$	- \$	- \$	350,000 \$	- \$	- \$	- \$	- \$	- \$	- \$	350,000 \$	
	Transferred																						
	Appropriated not Transferred																						
	Programmed																						
	Appropriated not Transferred																						
	Programmed																						
10	HUB Transportation Improvements Fund	MTA	304,000 \$	677,620 \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	304,000 \$	- \$	- \$	304,000 \$	- \$	- \$	- \$	- \$	- \$	- \$	304,000 \$	
	Transferred																						
	Appropriated not Transferred																						
	Programmed																						
	Appropriated not Transferred																						
	Programmed																						
10.1	Local Bus TSP	MTA	196,000 \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	196,000 \$	- \$	- \$	196,000 \$	- \$	- \$	- \$	- \$	- \$	- \$	196,000 \$	
	Transferred																						
	Appropriated not Transferred																						
	Programmed																						
	Appropriated not Transferred																						
	Programmed																						
15	Expenditure Sub Total		11,334,000 \$	1,072,620 \$	6,792,240 \$	2,210,000 \$	1,138,140 \$	857,000 \$	622,000 \$	10,997,380 \$	23,404,000 \$	18,634,000 \$	42,038,000 \$										
16	Category Annual Balance		(2,771,000) \$	2,646,380 \$	404,760 \$	- \$	(607,140) \$	- \$	622,000 \$	419,620 \$	295,000 \$	- \$	295,000 \$										
17	Category Cumulative Balance		(2,771,000) \$	(124,620) \$	280,140 \$	280,140 \$	(327,000) \$	(327,000) \$	295,000 \$	295,000 \$	295,000 \$	295,000 \$	295,000 \$										



# Market Octavia - IPC Expenditure Plan - FY 22 - FY26

Final Version as Endorsed by IPIC

Agency	Through FY20	FY 21 (CURRENT YEAR)	FY 22 (BUDGET YEAR)	FY 23	FY 24	FY 25	FY 26	FY22 - FY26	THROUGH FY26	FY27 - FY31	THROUGH FY31
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## Greening / Complete Streets

18	Revenue	\$	14,097,000	\$	7,794,000	\$	14,565,000	\$	4,420,000	\$	1,098,000	\$	1,720,000	\$	1,245,000	\$	23,046,000	\$	40,644,000	\$	39,973,000	\$	84,912,000	
<b>Expenditure</b>																								
19	Dolores and Market Intersection Improvements (in-kind)	IN-KIND	Transferred	\$	513,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	-	\$	513,000	\$	-	\$	513,000
			Appropriated not Transferred	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	-	\$	-	\$	-	\$	-
			Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	-	\$	-	\$	-	\$	-
20	Oak Plaza IKA	IN-KIND	Transferred	\$	-	\$	-	\$	-	\$	-	\$	2,180,893	\$	-	\$	-	2,180,893	\$	2,180,893	\$	-	\$	2,180,893
			Appropriated not Transferred	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	-	\$	-	\$	-	\$	-
			Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	-	\$	-	\$	-	\$	-
21	12th/Otis Plaza IKA (potential - 30 Otis)	IN-KIND	Transferred	\$	-	\$	3,000,000	\$	-	\$	-	\$	-	\$	-	\$	-	-	\$	3,000,000	\$	-	\$	3,000,000
			Appropriated not Transferred	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	-	\$	-	\$	-	\$	-
			Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	-	\$	-	\$	-	\$	-
22	Gough Plaza IKA (potential - 33 Gough)	IN-KIND	Transferred	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	-	\$	-	\$	-	\$	-
			Appropriated not Transferred	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	-	\$	-	\$	-	\$	-
			Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	-	\$	-	\$	-	\$	-
23	Hayes Two-way	MTA	Transferred	\$	48,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	-	\$	48,000	\$	-	\$	48,000
			Appropriated not Transferred	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	-	\$	-	\$	-	\$	-
			Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	-	\$	-	\$	-	\$	-
24	Living Alleys Community Challenge Grants	DPW	Transferred	\$	500,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	-	\$	500,000	\$	-	\$	500,000
			Appropriated not Transferred	\$	500,000	\$	2,000,000	\$	500,000	\$	500,000	\$	500,000	\$	1,000,000	\$	1,000,000	\$	1,000,000	\$	2,500,000	\$	-	2,500,000
			Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	-	\$	-	\$	-	\$	-
24.1	Living Alleys Community Challenge Grants	ADM	Transferred	\$	500,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	-	\$	500,000	\$	-	\$	500,000
			Appropriated not Transferred	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	-	\$	-	\$	-	\$	-
			Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	-	\$	-	\$	-	\$	-
25	Better Market Street - Market from 10th to Octavia	DPW	Transferred	\$	1,000,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	-	\$	1,000,000	\$	-	\$	1,000,000
			Appropriated not Transferred	\$	500,000	\$	500,000	\$	500,000	\$	500,000	\$	500,000	\$	500,000	\$	500,000	\$	500,000	\$	500,000	\$	-	500,000
			Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	-	\$	-	\$	-	\$	-
26	Page Street Neighborhood	DPW	Transferred	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	-	\$	-	\$	-	\$	-
			Appropriated not Transferred	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	-	\$	-	\$	-	\$	-
			Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	-	\$	-	\$	-	\$	-
26.1	Page Street Neighborhood	MTA	Transferred	\$	1,000,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	-	\$	1,000,000	\$	-	\$	1,000,000
			Appropriated not Transferred	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	-	\$	-	\$	-	\$	-
			Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	-	\$	-	\$	-	\$	-
26.2	Page Street Neighborhood	DCP	Transferred	\$	250,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	-	\$	250,000	\$	-	\$	250,000
			Appropriated not Transferred	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	-	\$	-	\$	-	\$	-
			Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	-	\$	-	\$	-	\$	-
27	Patricia's Green Rotating Art Project	ARTS	Transferred	\$	210,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	-	\$	210,000	\$	-	\$	210,000
			Appropriated not Transferred	\$	50,000	\$	50,000	\$	50,000	\$	50,000	\$	50,000	\$	50,000	\$	50,000	\$	50,000	\$	100,000	\$	-	100,000
			Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	-	\$	-	\$	-	\$	-
28	Market/Octavia Plaza's Rotating Art Project	ARTS	Transferred	\$	50,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	-	\$	50,000	\$	-	\$	50,000
			Appropriated not Transferred	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	-	\$	-	\$	-	\$	-
			Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	-	\$	-	\$	-	\$	-
29	Pedestrian Improvements Franklin and Gough intersections	MTA	Transferred	\$	250,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	-	\$	250,000	\$	-	\$	250,000

# Market Octavia

Final Version as Endorsed by IPIC

IPIC Expenditure Plan - FY 22 - FY 26

Expenditures: Appropriations FY19 and Prior - Planned FY20 and Forward		Fiscal Year					THROUGH FY31				
Agency		FY 20	FY 21 (CURRENT YEAR)	FY 22 (BUDGET YEAR)	FY 23	FY 24	FY 25	FY 26	THROUGH FY26	FY27 - FY31	THROUGH FY31
32	Re-establish Octavia Boulevard ROW with Hayward Park										
		Appropriated not Transferred									
		Programmed	\$ 150,000	\$	\$	\$	\$	\$	\$	\$	\$
		Appropriated not Transferred									
		Programmed									
33	Sidewalk Greening Program										
		Appropriated not Transferred									
		Programmed	\$ 400,000	\$	\$	\$	\$	\$	\$	\$	\$
		Appropriated not Transferred									
		Programmed	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 300,000	\$	\$ 300,000
34	Streetscape Enhancement Fund										
		Appropriated not Transferred									
		Programmed	\$ 2,950,000	\$	\$	\$	\$	\$	\$	\$	\$
		Appropriated not Transferred									
		Programmed	\$ 2,000,000	\$	\$	\$	\$	\$	\$	\$	\$
34.1	Streetscape Enhancement Fund										
		Appropriated not Transferred									
		Programmed	\$ 2,950,000	\$	\$	\$	\$	\$	\$	\$	\$
		Appropriated not Transferred									
		Programmed	\$	\$	\$	\$	\$	\$	\$	\$	\$
35	Kohland Park Access Improvements										
		Appropriated not Transferred									
		Programmed	\$ 450,000	\$	\$	\$	\$	\$	\$	\$	\$
		Appropriated not Transferred									
		Programmed	\$	\$	\$	\$	\$	\$	\$	\$	\$
36	Van Ness BRT - Van Nesses and Mission ped.										
		Appropriated not Transferred									
		Programmed	\$ 500,000	\$	\$	\$	\$	\$	\$	\$	\$
		Appropriated not Transferred									
		Programmed	\$	\$	\$	\$	\$	\$	\$	\$	\$
37	Neighborhood Heritage Program										
		Appropriated not Transferred									
		Programmed	\$ 50,000	\$	\$	\$	\$	\$	\$	\$	\$
		Appropriated not Transferred									
		Programmed	\$	\$	\$	\$	\$	\$	\$	\$	\$
38	Octavia Boulevard Irrigation System										
		Appropriated not Transferred									
		Programmed	\$ 100,000	\$	\$	\$	\$	\$	\$	\$	\$
		Appropriated not Transferred									
		Programmed	\$	\$	\$	\$	\$	\$	\$	\$	\$
39	HUB Public Realm Improvements Plan										
		Appropriated not Transferred									
		Programmed	\$	\$	\$	\$	\$	\$	\$	\$	\$
		Appropriated not Transferred									
		Programmed	\$	\$	\$	\$	\$	\$	\$	\$	\$
39.2	13th Street										
		Appropriated not Transferred									
		Programmed	\$ 175,000	\$	\$	\$	\$	\$	\$	\$	\$
		Appropriated not Transferred									
		Programmed	\$	\$	\$	\$	\$	\$	\$	\$	\$
40	Expenditures Sub Total										
		Appropriated not Transferred	\$ 18,332,257	\$ 5,300,000	\$ 12,618,372	\$ 4,720,000	\$ 1,198,000	\$ 3,904,371	\$ 100,000	\$ 21,940,743	\$ 45,933,000
		Programmed	\$	\$	\$	\$	\$	\$	\$	\$	\$
41	Category Annual Balance										
		Appropriated not Transferred	\$ (4,255,257)	\$ 2,494,000	\$ 1,946,628	\$ 300,000	\$ (100,000)	\$ (2,104,371)	\$ 1,145,000	\$ 1,107,257	\$ (654,000)
		Programmed	\$	\$	\$	\$	\$	\$	\$	\$	\$
42	Category Cumulative Balance										
		Appropriated not Transferred	\$ (4,255,257)	\$ (1,761,257)	\$ 185,371	\$ 485,371	\$ 385,371	\$ (1,799,000)	\$ (654,000)	\$ (654,000)	\$ (654,000)
		Programmed	\$	\$	\$	\$	\$	\$	\$	\$	\$

# Market Octavia

Final Version as Endorsed by IPIC

Expenditures: Appropriations FY19 and Prior - Planned FY20 and forward

Agency	FY 21 (CURRENT YEAR)	FY 22 (BUDGET YEAR)	FY 23	FY 24	FY 25	FY 26	THROUGH FY26	FY27 - FY31	THROUGH FY31		
<b>Recreation and Open Space</b>											
43 Revenue	\$ 7,223,000	\$ 3,463,000	\$ 6,830,000	\$ 2,110,000	\$ 498,000	\$ 815,000	\$ 594,000	\$ 10,847,000	\$ 21,533,000	\$ 17,130,000	\$ 38,662,000
Expenditure	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
44 Hayward Park											
Transferred	\$ 7,884,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,884,000	\$ -	\$ -
Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,884,000
Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
45 Brady Block Park - design											
Transferred	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ -	\$ 200,000
Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
46 Community Challenge Grant											
Transferred	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ 100,000
Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
47 Buchanan Street Mall											
Transferred	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ 100,000
Appropriated not Transferred	\$ 415,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 415,000	\$ -	\$ 415,000
Programmed	\$ -	\$ 3,100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,100,000	\$ 4,282,500	\$ 7,382,500
48 HUB Open Space Improvements Fund											
Transferred	\$ 488,810	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 488,810	\$ -	\$ 488,810
Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
48.25 11th and Notama											
Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Programmed	\$ -	\$ 3,100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,100,000	\$ 3,100,000	\$ 4,282,500	\$ 7,382,500
48.5 Civic Center											
Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Programmed	\$ -	\$ 2,019,095	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,019,095	\$ 2,019,095	\$ 4,282,500	\$ 6,301,595
48.75 Koshland Park											
Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Programmed	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ 2,000,000	\$ -	\$ 2,000,000
48.9 Other Open Space											
Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Programmed	\$ -	\$ 1,900,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,900,000	\$ 1,900,000	\$ 4,282,500	\$ 6,182,500
49 Expenditure Sub Total	\$ 9,297,810	\$ -	\$ 6,200,000	\$ -	\$ -	\$ 2,019,095	\$ -	\$ 12,119,095	\$ 21,416,905	\$ 17,130,000	\$ 38,546,905
50 Category Annual Balance	\$ (2,074,810)	\$ 3,463,000	\$ 630,000	\$ 2,110,000	\$ 498,000	\$ (1,204,095)	\$ (3,396,000)	\$ (1,272,095)	\$ 116,095	\$ -	\$ 116,095
51 Category Cumulative Balance Per Year	\$ (2,074,810)	\$ 1,388,190	\$ 2,018,190	\$ 4,128,190	\$ 4,626,190	\$ 3,422,095	\$ 116,095	\$ 116,095	\$ 116,095	\$ 116,095	\$ 116,095

Expenditures: Appropriations FY19 and Prior - Planned FY20 and forward		Agency									
Income FY20	FY 21 (CURRENT YEAR)	FY 22 (BUDGET YEAR)	FY 23	FY 24	FY 25	FY 26	FY22 - FY26	THROUGH FY26	FY27 - FY31	THROUGH FY31	

### Child Care

52	Revenue	\$	2,726,000	\$	1,229,000	\$	2,558,000	\$	804,000	\$	181,000	\$	306,000	\$	4,077,000	\$	8,034,000	\$	5,838,000	\$	13,872,000
<b>Expenditure</b>																					
<b>OECE Child Care NOFA Program</b>																					
53	Transferred	\$	1,273,000																		1,273,000
	Appropriated not Transferred	\$	2,250,000																		2,250,000
	Programmed	\$	-																		10,349,000
55	Expenditure Sub Total	\$	3,523,000	\$	1,229,000	\$	2,558,000	\$	804,000	\$	181,000	\$	306,000	\$	4,077,000	\$	8,034,000	\$	5,837,000	\$	13,872,000
56	Category Annual Balance	\$	(795,000)	\$	434,000	\$	434,000	\$	434,000	\$	(1,000)	\$	(1,000)	\$	(1,000)	\$	(1,000)	\$	(1,000)	\$	1,000
57	Category Cumulative Balance	\$	(795,000)	\$	434,000	\$	434,000	\$	434,000	\$	(1,000)	\$	(1,000)	\$	(1,000)	\$	(1,000)	\$	(1,000)	\$	-

### Program Administration

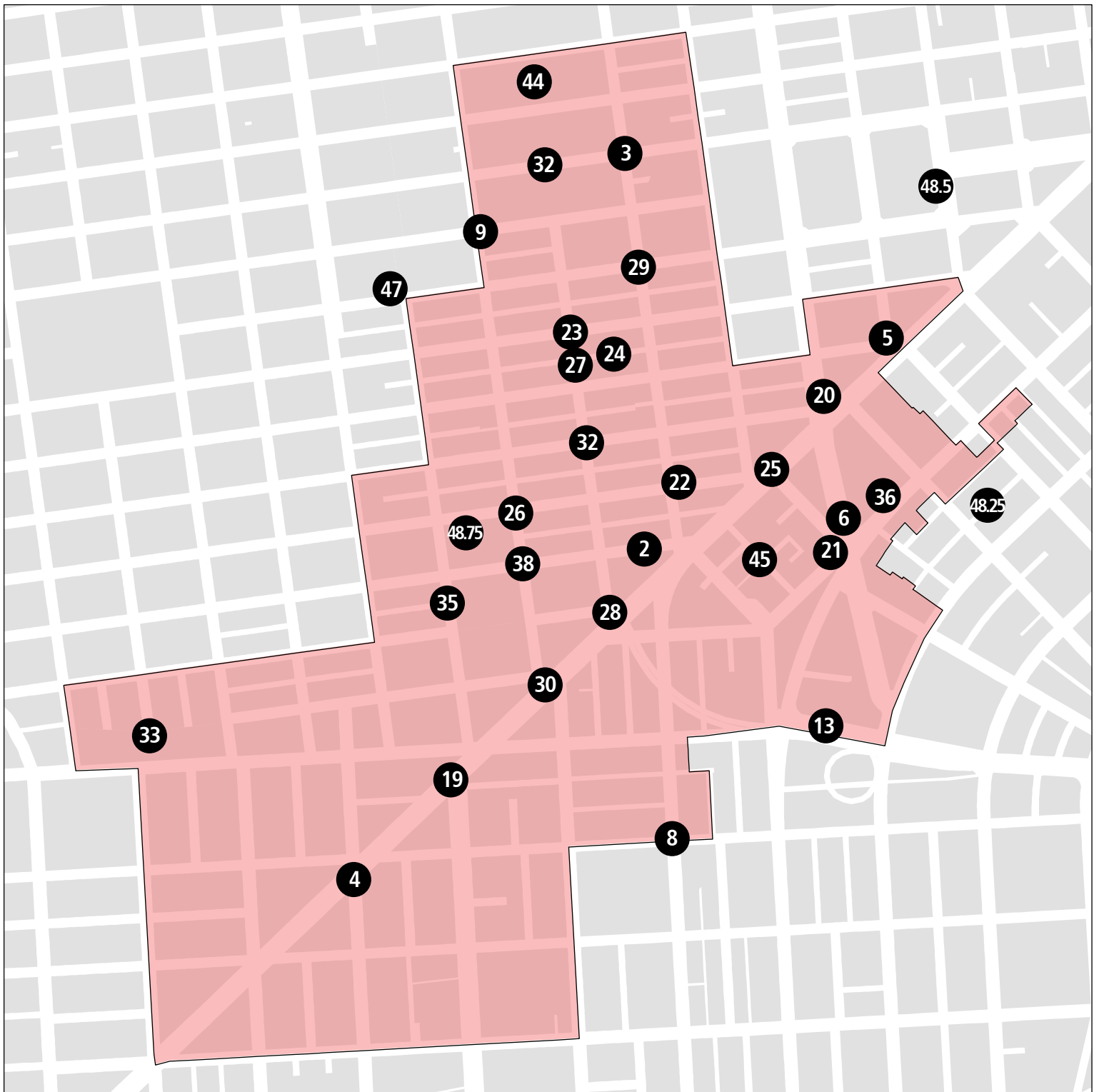
58	Revenue	\$	1,720,000	\$	895,150	\$	1,639,000	\$	503,000	\$	122,000	\$	194,000	\$	2,600,000	\$	5,173,000	\$	4,293,000	\$	9,466,000
<b>Expenditure</b>																					
<b>Admin Fees</b>																					
59	Transferred	\$	1,095,098																		1,095,098
	Appropriated not Transferred	\$	572,000	\$	895,150																1,467,150
	Programmed	\$	-																		2,458,001
60	Expenditure Sub Total	\$	1,667,098	\$	1,790,150	\$	1,639,000	\$	503,000	\$	122,000	\$	194,000	\$	2,458,001	\$	5,173,000	\$	4,293,000	\$	9,466,000
61	Category Annual Balance	\$	(795,000)	\$	434,000	\$	434,000	\$	434,000	\$	(1,000)	\$	(1,000)	\$	(1,000)	\$	(1,000)	\$	(1,000)	\$	1,000
62	Category Cumulative Balance	\$	(795,000)	\$	434,000	\$	434,000	\$	434,000	\$	(1,000)	\$	(1,000)	\$	(1,000)	\$	(1,000)	\$	(1,000)	\$	-

### Admin Fees Transferred back to Programs

61	Revenue	\$	2,630,000	\$	895,150	\$	1,639,000	\$	503,000	\$	122,000	\$	194,000	\$	2,458,001	\$	5,173,000	\$	4,293,000	\$	9,466,000
<b>Expenditure</b>																					
<b>Admin Fees</b>																					
62	Transferred	\$	1,095,098																		1,095,098
	Appropriated not Transferred	\$	572,000	\$	895,150																1,467,150
	Programmed	\$	-																		2,458,001
60	Expenditure Sub Total	\$	1,667,098	\$	1,790,150	\$	1,639,000	\$	503,000	\$	122,000	\$	194,000	\$	2,458,001	\$	5,173,000	\$	4,293,000	\$	9,466,000
61	Category Annual Balance	\$	(795,000)	\$	434,000	\$	434,000	\$	434,000	\$	(1,000)	\$	(1,000)	\$	(1,000)	\$	(1,000)	\$	(1,000)	\$	1,000
62	Category Cumulative Balance	\$	(795,000)	\$	434,000	\$	434,000	\$	434,000	\$	(1,000)	\$	(1,000)	\$	(1,000)	\$	(1,000)	\$	(1,000)	\$	-

### Overall Balance

64	Area Total Revenue	\$	34,438,000	\$	17,098,000	\$	32,789,000	\$	10,047,000	\$	2,430,000	\$	3,894,000	\$	51,989,000	\$	103,485,000	\$	85,868,000	\$	189,333,000
65	Area Total Expenditures	\$	45,137,067	\$	7,267,770	\$	29,807,612	\$	7,637,000	\$	3,074,140	\$	7,156,864	\$	53,027,219	\$	104,622,056	\$	81,574,000	\$	186,006,056
66	Area Annual Balance	\$	(10,699,067)	\$	9,790,230	\$	2,981,388	\$	2,410,000	\$	(644,140)	\$	(3,262,864)	\$	(38,219)	\$	(947,056)	\$	4,294,000	\$	3,346,945
67	Area Cumulative Balance	\$	(10,699,067)	\$	(888,837)	\$	2,072,551	\$	4,482,551	\$	3,838,411	\$	575,548	\$	(947,056)	\$	(947,056)	\$	3,346,945	\$	3,346,945



## 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                            |   |



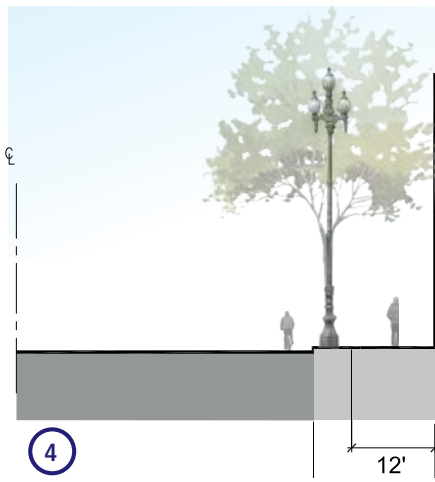
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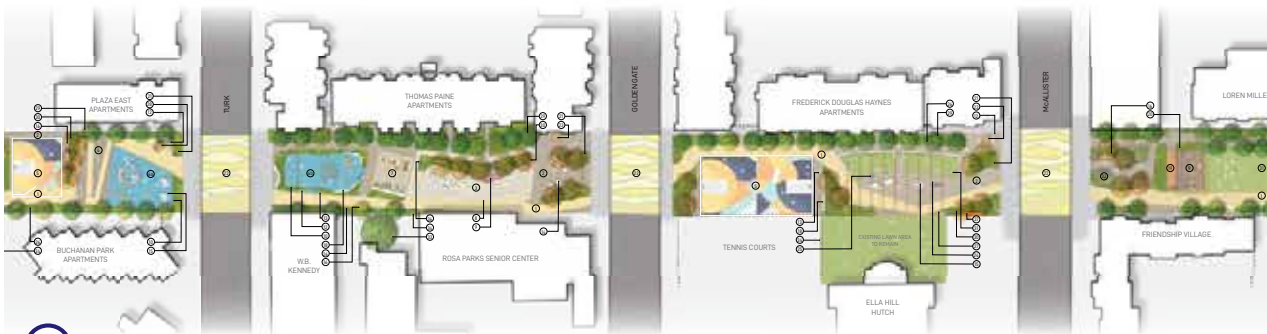


4



ZONES LEGEND

FRONTAGE ZONE
THROUGH ZONE
FURNISHING ZONE
BIKE LANE
BUFFER ZONE



5

## MARKET AND OCTAVIA

1. Upper Market Street
2. Margaret Hayward Park under construction;
3. Arts Commission Initial Public Art Project at Market and Octavia
4. Upper Market Street Cross Section
5. Buchanan Street Mall

Photo credits: (1) SFMTA; (2+ 5) Recreation and Parks Department; (3) SF Arts Commission; (4) SF Planning

## Project Descriptions

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

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

Additional vehicles will also allow MTA to provide more targeted demand-based service deployments, such as like the Cole Valley and Castro shuttles. As the max load point in the city's rail system, the Muni stations and stops in the Market and Octavia Area benefit greatly from additional capacity due to these shuttles.

#### Project Origin:

SFMTA

#### Project Status and Delivery:

Underway

#### Total Costs:

\$5,250,000

#### MO Impact Fee Funds:

\$5,250,000

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

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

#### Project Origin:

SFMTA

#### Project Status and Delivery:

Predicted project completion is 2021.

#### Total Costs:

approx. \$309.3 million

#### MO Impact Fee Funds:

\$2,000,000

### VALENCIA PROTECTED BIKE LANES (MAP / EXPENDITURE PLAN LINE ITEM NO. 8)

Project implemented a quick build project to plan, design, and construct upgraded protected bikeways on Valencia Street from Market Street to 15th Street, following the recommendations of the Hub Public Realm Plan. Implementation from 19th Street to Cesar Chavez is scheduled in 2020 and implementation from 15th to 19th Streets is scheduled in 2021.

The project will design protected bikeways in conjunction with community outreach, including extensive analysis of curb management and turn restrictions to ensure that Valencia Street works for all users.

#### Project Origin:

Hub Public Realm Plan

#### Total Costs:

\$15,859,000

#### MO Impact Fee Funds:

\$1,000,000 in FY20; \$4,650,000 total through FY22

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

Additionally, the SFMTA is dedicating \$27,000,000 to Traffic Signal Upgrades in the Western Addition Area.

For more see the Western Addition CBTP recommendations at <https://www.sfmta.com/projects/western-addition>

[community-based-transportation-plan-wacbtp](https://www.sfmta.com/projects/western-addition).

**Project Origin:**

Western Addition Community Based Transportation Plan (SFMTA CIP)

**Project Status and Delivery:**

Design commenced in 2019

**Total Costs:**

\$3,711,000

**MO Impact Fee Funds:**

\$395,000 in FY21; \$725,000 total

**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:**

\$10.6 million through FY26

**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 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 by end of 2020.

**Total Costs:**

\$38,700,000

**MO Impact Fee Funds:**

\$196,000 in FY20

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

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

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

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

**Project Origin:**

Market and Octavia Plan



**Project Status and Delivery:**

Anticipated construction start spring 2021. A 12-month pilot project to test circulation and bikeway changes was approved at the SFMTA Board in November 2019 and was implemented in March 2020. The 12-month evaluation period is ongoing but has been complicated by the drastic change in travel patterns due to Covid-19. Public outreach and potential adjustments to the pilot are ongoing through early 2021.

**Total Costs:**

\$2,700,000 (Phase One)

**MO Impact Fee Funds:**

\$1,250,000 total

### 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 bulbouts (most locations are implemented currently with painted pedestrian safety zones), signal timing and hardware improvements, landscaping and public realm enhancements, and bicycle improvements including enhanced bike lanes west of Buchanan and a physically protected bikeway from Buchanan/Duboce to Octavia Boulevard.

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

**Project Origin:**

Market and Octavia Plan

**Project Status and Delivery:**

In design; construction to commence in 2021

**Total Costs:**

\$9,700,000

**MO Impact Fee Funds:**

\$4,305,257 total

### 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; Completion by 2023

**Total Costs:**

\$3,900,000

**MO Impact Fee Funds:**

\$175,000 in FY20

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

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

**Project Origin:**

Market and Octavia Area Plan

**Project Status and Delivery:**

Ongoing

**Total Costs:**

\$5,500,000 over 10 years

**MO Impact Fee Funds:**

\$5,500,000 total through FY24

### **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 staff or through a City managed contractor.

#### **Project Origin:**

Market and Octavia Area Plan

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

Ongoing

#### **Total Costs:**

\$1,000,000 over 10 years; \$21 million lifetime buildout

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

\$100,000 in FY20; \$700,000 total through FY24

### **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 will include the Hayes Street "Follow the Paving" project (sidewalk bulbouts on Hayes at Laguna and Buchanan intersections); Oak/Octavia Safety Improvements project (sidewalk bulbouts, extended center medians and landscaping); Market Street/Octavia Boulevard project (intersection improvements and potential circulation changes); Octavia Boulevard Enhancement Project (sustainable streetscape upgrades on northbound lane of Octavia from Page to Patricia's Green); and area-wide crosswalk upgrades and spot improvements that were completed in 2016.

#### **Project Origin:**

Market and Octavia Plan; Vision Zero

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

Ongoing

#### **Total Costs:**

\$6,700,000

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

\$6,700,000 total through FY25

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

#### **Project Description:**

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

#### **Project Origin:**

Market and Octavia CAC

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

TBD

#### **Total Costs:**

\$100,000

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

\$100,000 total through FY25

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

#### **Project Description:**

Project proposed to enhance safe access to Koshland Park at Rose and Buchanan Streets. The park is heavily used by neighborhood teenagers and children as it includes playground space and a basketball court. There is currently no marked crossing at this location, though it is frequently used by children and others to access the park. Access improvements at this location would improve pedestrian

safety and access to open space, and will be delivered in combination with the Page Street Neighborway project (see No. 24 above) .

**Project Origin:**

Market and Octavia CAC

**Project Status and Delivery:**

in planning

**Total Costs:**

\$450,000

**MO Impact Fee Funds:**

\$2,000,000 total through FY25

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

Margaret Hayward Park has been identified as having major capital improvement needs by the Recreation & Parks Department. Impact fee funds will be used to support planned improvements, including a new playground, removal of certain existing structures and replacement with a new community building, an operations facility, large central plaza for events, and the replacement of existing fields with synthetic fields supplemented by organic infill turf.

**Project Origin:**

Market and Octavia Area Plan

**Project Status and Delivery:**

Project complete, open to the public in fall 2020.

**Total Costs:**

\$28.5 million

**MO Impact Fee Funds:**

\$8 million total through FY18

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

Buchanan Street Mall extends from Grove to Eddy Streets along five blocks; the southernmost block of the Mall, from Fulton to Grove, is within 1,250 feet of the Plan Area boundary, and thus eligible for funding through MO impact fees. The Mall provides a vital green connection between Hayes Valley and Western Addition, as well as play and recreation space for neighboring residents.

This project will fund pre-construction design work as well as planning and community engagement work to explore options to connect the Mall to Hayes Valley.

**Project Origin:**

Market and Octavia CAC

**Project Status and Delivery:**

Buchanan Vision Plan completed early 2018. Grant funding for the Let'sPlaySF! project on the block between Turk St. and Golden Gate Ave has been secured. The project will also receive funding through the 2020 Health and Recovery G.O. Bond and has applied for additional funding through grants.

Total Costs: \$5M/block

**MO Impact Fee Funds:**

\$515,000 through FY19; \$3,100,000 million in FY22

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

The Civic Center Public Realm Plan provides a comprehensive vision for Civic Center's public spaces, including improvements to Civic Center Plaza, Fulton Street Mall, United Nations Plaza and War Memorial Gateway. Improvements include:

- » Civic Center Plaza improvements that enhance the space for neighborhood and civic use. Except for the existing playgrounds and, potentially, the existing cafe kiosk, the Plan proposes a complete reconstruction of Civic Center Plaza with a new site plan;
- » Fulton Street Mall improvements to convert existing right-of-way into a new plaza

- » United Nations Plaza Improvements that provide greater flexibility of existing programming, strengthening of the Leavenworth gateway, and improvement of the BART entry; and
- » War Memorial Gateway improvements that better define the western gateway into Civic Center via a flexible-use plaza and improvements to pedestrian circulation.

**Project Origin:**

Civic Center Public Realm Plan

**Project Status and Delivery:**

TBD

**Total Costs:**

TBD

**IPIC FUNDS: \$2,019,095 through FY26**

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

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

IPIC Funds from Market and Octavia Area Plan: \$3,100,000 M in FY 22

**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 in FY26

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

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

**Project Origin:**

Original Implementation Document

**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 in FY 26

**CHILD CARE (EXPENDITURE PLAN LINE ITEM NO. 59)**

A portion of Market and Octavia impact fee funds are dedicated to supporting the provision of new or expanded licensed child care facilities within the plan area. These funds are administered by the Office of Early Care and Education (OECE), which was previously appropriated \$1,273,000 in FY16 to solicited applications for new or expanded facilities. These funds will provide for a new child care center at 49 South Van Ness. In FY19, OECE will be appropriated an additional \$2,250,000 to solicit further applications for eligible projects in the area.

# RINCON HILL

## Background and Highlights

The Rincon Hill Plan, adopted in 2005, enabled over 2,500 additional residential units in the Rincon Hill neighborhood, situated between Downtown and the Bay Bridge. Since plan adoption over 1,900 units have been built. Most fee revenue expected to be generated from the Rincon Hill Area Plan has been received totaling roughly \$31 million when including in-kind improvements.

The Planning Department projects about \$5 million in impact fee revenue available for infrastructure impact fees between FY21 and FY26.

There is an identified need of \$46.6 million for Rincon Hill infrastructure based on the original Rincon Hill Area Plan and Streetscape Master Plan of which approximately \$37 million can be funded through impact fees leaving an unmet funding need of \$9 million.

## INFRASTRUCTURE PROJECTS

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

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

Revenue - Actuals FY18 and Prior -- Projected FY19 and Forward									
	THROUGH FY20	FY 21 (CURRENT YEAR)	FY 22 (BUDGET YEAR)	FY 23	FY 24	FY 25	FY 26	FY22 - FY26	THROUGH FY26 THROUGH FY31
1 GENERAL	\$ 19,413,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,413,000 \$ 19,413,000
2 COMPLETE STREETS	\$ 8,951,000	\$ 1,809,440	\$ 1,996,080	\$ -	\$ -	\$ -	\$ -	\$ 1,996,080	\$ 12,756,520 \$ 13,707,900
3 RECREATION AND OPEN SPACE	\$ 1,814,000	\$ 366,480	\$ 404,240	\$ -	\$ -	\$ -	\$ -	\$ 404,240	\$ 2,584,720 \$ 2,777,900
4 ADMIN	\$ 1,309,000	\$ 114,480	\$ 126,320	\$ -	\$ -	\$ -	\$ -	\$ 126,320	\$ 1,549,800 \$ 1,610,000
5 Total	\$ 31,487,000	\$ 2,990,400	\$ 2,526,640	\$ -	\$ -	\$ -	\$ -	\$ 2,526,640	\$ 36,304,040 \$ 37,508,300
In-kind Total	\$ 2,309,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,309,000
Cash Total	\$ 29,178,000	\$ 2,990,400	\$ 2,526,640	\$ -	\$ -	\$ -	\$ -	\$ 2,526,640	\$ 33,995,040 \$ 37,508,300

Expenditures: Appropriations FY19 and Prior - Planned FY20 and Forward									
	THROUGH FY20	FY 21 (CURRENT YEAR)	FY 22 (BUDGET YEAR)	FY 23	FY 24	FY 25	FY 26	FY22 - FY26	THROUGH FY26 THROUGH FY31
6 Streetscape Priority 1 - Harrison Street and Fremont Street	\$ 12,565,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,565,000 \$ 167,661,000
7 Streetscape / Public Realm Priority 2	\$ 8,998,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,998,000 \$ 134,534,000
8 Guy Place Park- Design and Construct	\$ 4,836,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,836,000 \$ -
9 Program Administration	\$ 366,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 366,000 \$ -
10 Program Admin Transfer to Programs	\$ 296,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 296,000 \$ 3,788,297
11 25% Transfer to SOMA Stabilization Fund	\$ 6,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,000,000 \$ -
12 Harrison Street (Partially between Essex and First North Side) (In-kind)	\$ 636,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 636,000 \$ 21,487,000
13 Ped/Mid-block ped path between Folsom and Harrison near Fremont (In-Kind)	\$ 573,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 573,000 \$ 200,764,500
14 First Street and Harrison Street (In-Kind)	\$ 1,110,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,110,000 \$ 219,449,800

RUNNING TOTALS									
	THROUGH FY20	FY 21 (CURRENT YEAR)	FY 22 (BUDGET YEAR)	FY 23	FY 24	FY 25	FY 26	FY22 - FY26	THROUGH FY26 THROUGH FY31
15 Revenue Totals	\$ 31,487,000	\$ 2,990,400	\$ 2,526,640	\$ -	\$ -	\$ -	\$ -	\$ 2,526,640	\$ 36,304,040 \$ 37,508,300
16 Total Expenditures	\$ 35,370,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 35,370,000 \$ -
17 Annual Surplus (Deficit)	\$ (3,883,000)	\$ 2,990,400	\$ 2,526,640	\$ -	\$ -	\$ -	\$ -	\$ 2,526,640	\$ 634,040 \$ 37,508,300
18 Cumulative Surplus (Deficit)	\$ (8,066,000)	\$ (1,892,600)	\$ 634,040	\$ 634,040	\$ 634,040	\$ 634,040	\$ 634,040	\$ 634,040	\$ 634,040 \$ 634,040



## 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



**WE'VE GOT IT COVERED**

- + Soda Phase A (under construction or completed)
- + Has/Will be Built by Private Development
- + Not-Soda Project (e.g. Better Market Street)

1

PHASE B

PHASE C



PHASE D

PHASE E



2



3

**RINCON HILL**

1. South Downtown Streetscape Implementation Phasing (Soda Planning Process)
2. Guy Place Mini Park
3. Fremont streetscape Improvements

Photo credits: (1, 3) SF Planning; (2) RPD



## Project Descriptions

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

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

#### Project Status and Delivery:

Construction anticipated to start Spring 2021.

#### Total Costs:

\$12,565,000

#### IPIC Funds:

Priority 1 Projects have been fully funded through FY18.

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

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

#### Project Status and Delivery:

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

#### Total Costs:

These costs are included in the Harrison Street costs above.

#### IPIC Funds:

See Harrison Street above.

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

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

#### Project Status and Delivery:

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

#### Total Costs:

\$15,316,000 (in FY16 dollars)

#### IPIC Funds:

\$ 7,514,000 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:

\$7,514,000 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:**

\$2,800,000 (in FY16 dollars)

### **IPIC Funds:**

\$7,514,000 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.

### **Status and Delivery:**

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

### **Total Costs:**

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

### **IPIC Funds:**

\$7,514,000 has been programmed as "Priority 2" projects, which could be used for this project.

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

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

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

Complete

### **Total Costs:**

\$573,000

### **IPIC Funds:**

\$573,000 (In-Kind)

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

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

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

Complete

### **Total Costs:**

\$1,100,000

### **IPIC Funds:**

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

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

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

**Project Origin:**

Rincon Hill Area Plan

**Project Status and Delivery:**

Project completed and open to the public in July 2020.

**Total Costs:**

\$6.9 million

**IPIC Funds:**

\$4.8 million previously appropriated; \$1.5 million appropriated from Transit Center Open Space fund in FY 18.

## SOUTH OF MARKET (SOMA)

### Background and Highlights

The Central SoMa Plan adopted in 2019, enabled greater development potential within the portions of South of Market in close 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 are expected to result in \$2 billion in public benefits to serve the neighborhood.

This was the first full year that South of Market (SoMa) was separated from Eastern Neighborhoods for the sake of implementing the Western SoMa, Central SoMa and East SoMa Area Plans. This separation happened in conjunction with the adoption of the Central SoMa Plan.

The Central SoMa Plan also included an implementation strategy which described the actions, agencies and stakeholders that aim to implement the objectives and policies of the plan. It includes a detailed public benefits package, guide to urban design, key development site guidelines and key streets guidance. The Plan included the establishment of the Central SoMa Community Infrastructure Impact Fee and a Mello-Roos Community Facilities Fee as a key funding mechanisms. For more information, visit the project website: <https://sfplanning.org/central-soma-plan>

### Ongoing Planning

#### COMMUNITY ADVISORY COMMITTEE (CAC)

This summer the SoMa Community Advisory Committee (SoMa CAC) was seated with just 8 members and active recruitment is ongoing to fill the entire committee. The SoMa CAC will advise the Department and other agencies on the implementation of the Central SoMa Plan along with the existing East SoMa Plan and Western SoMa Plan. The SoMa CAC will be comprised of eleven members appointed by both the Board of Supervisors and the Mayor. The CAC will 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 also to provide input of development proposals, open space, and other policy matters relevant to implementing the three South of Market Plans. Due to the pandemic, the CAC is currently meeting virtually via the "Zoom" platform.

For FY21, Planning and IPIC only recommended a few projects to be appropriated in the City's budget largely due to not having the CAC available to help prioritize projects for impact fee spending. This year, IPIC and the CAC is looking to program more funds for the three main categories: Transit, Complete Streets, and Recreation and Open Space. For the first two categories, funds will be left in general purpose categories to enable flexibility of funding as transit and complete streets projects become further scoped. For the Recreation and Open Space categories, funds have been programmed for three major park projects either through in-kind agreements: Gene Friend Renovation, the new park at 598 Brannan and the Gene Friend Pool Annex at 88 Bluxome. The development at 88 Bluxome is also expected to deliver a new linear park along Bluxome. Planning anticipates approximately \$245 million in revenue over the next five years (EN Infrastructure Fee, Central SoMa Infrastructure Fee, and the Central SoMa CFD.) In November 2020, the CAC passed a resolution in support of the proposed IPIC expenditure plan for SoMa CAC infrastructure funds. For more information, visit: <https://sfplanning.org/project/south-market-community-planning-advisory-committee>

### CENTRAL SOMA FREEWAY CORRIDOR TRANSFORMATION STRATEGY

The freeway corridor in Central SoMa includes approximately 14 acres of usable state-owned land under and next to the I-80 freeway between 2nd and 6th Streets. The Central SoMa Plan calls for a fundamental transformation of this mostly under-utilized land to provide a better walking environment, recreation, and ecological benefits including greening. The Plan's community benefits package allocates funding for greening and recreation specifically at this location, while the Plan's implementation matrix requires the City to develop a Transformation Strategy to frame projects and deliver these benefits in a timely manner. A multi-agency team has been consulting with SoMa CBOs and NGOs to develop ideas for a first phase of greening and recreation projects that could be implemented in the near term, and to outline a framework to guide continued transformation of the freeway corridor over the life of the Plan. The framework and initial project ideas will be further vetted and developed in partnership with the community. Targeted outreach to individual community groups has been ongoing. However due to the COVID-19 pandemic, the schedule for a broader community outreach effort has been delayed to 2021.

For more information, visit the project website: <https://sfplanning.org/project/central-soma-freeway-corridor-transformation-strategy>

**SOMA** - IPIC Expenditure Plan - FY22 - FY26

AGENCY	THROUGH FY20	FY 21 (CURRENT YEAR) (BUDGET YEAR)																	
		FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY22 - FY26	THROUGH FY26	FY27 - FY31	THROUGH FY31								
<b>EN IMPACT FEES (SOMA ONLY)</b>																			
TRANSPORTATION / TRANSIT	\$ 7,733,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
COMPLETE STREETS	\$ 8,803,000	\$ 12,751,000	\$ 11,721,000	\$ 4,363,000	\$ 3,863,000	\$ 2,184,000	\$ 13,200,000	\$ 35,230,000	\$ 56,784,000	\$ 9,995,000	\$ 66,379,000	\$ 7,733,000	\$ 9,995,000	\$ 10,865,000	\$ 10,865,000	\$ 10,865,000	\$ 10,865,000	\$ 10,865,000	\$ 10,865,000
RECREATION AND OPEN SPACE	\$ 16,526,000	\$ 9,015,000	\$ 10,519,000	\$ 6,563,000	\$ 7,063,000	\$ 2,808,000	\$ 14,300,000	\$ 41,250,000	\$ 66,794,000	\$ 10,655,000	\$ 77,399,000	\$ 9,015,000	\$ 9,015,000	\$ 9,015,000	\$ 9,015,000	\$ 9,015,000	\$ 9,015,000	\$ 9,015,000	\$ 9,015,000
CHILD CARE	\$ 13,467,000	\$ 3,070,000	\$ 6,985,000	\$ 7,705,000	\$ 9,085,000	\$ 2,901,000	\$ 12,494,000	\$ 39,170,000	\$ 59,707,000	\$ 1,471,000	\$ 65,188,000	\$ 13,467,000	\$ 13,467,000	\$ 13,467,000	\$ 13,467,000	\$ 13,467,000	\$ 13,467,000	\$ 13,467,000	\$ 13,467,000
ADMIN	\$ 1,850,000	\$ 690,000	\$ 1,190,000	\$ 1,114,000	\$ 1,288,000	\$ 433,000	\$ 1,950,000	\$ 5,975,000	\$ 8,515,000	\$ 1,471,000	\$ 9,985,000	\$ 1,850,000	\$ 1,850,000	\$ 1,850,000	\$ 1,850,000	\$ 1,850,000	\$ 1,850,000	\$ 1,850,000	\$ 1,850,000
<b>Total</b>	\$ 2,353,000	\$ 1,341,000	\$ 1,601,000	\$ 1,034,000	\$ 1,211,000	\$ 438,000	\$ 2,207,000	\$ 6,401,000	\$ 10,095,000	\$ 1,639,000	\$ 11,734,000	\$ 2,353,000	\$ 2,353,000	\$ 2,353,000	\$ 2,353,000	\$ 2,353,000	\$ 2,353,000	\$ 2,353,000	\$ 2,353,000
	\$ 50,732,000	\$ 26,867,000	\$ 32,016,000	\$ 20,678,000	\$ 22,420,000	\$ 8,764,000	\$ 44,151,000	\$ 128,029,000	\$ 205,628,000	\$ 32,790,000	\$ 238,418,000	\$ 50,732,000	\$ 50,732,000	\$ 50,732,000	\$ 50,732,000	\$ 50,732,000	\$ 50,732,000	\$ 50,732,000	\$ 50,732,000

in-kinds

AGENCY	THROUGH FY20	FY 21 (CURRENT YEAR) (BUDGET YEAR)																	
		FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY22 - FY26	THROUGH FY26	FY27 - FY31	THROUGH FY31								
<b>CENTRAL SOMIA FEES</b>																			
Central Somia Community Facilities Fee	\$ -	\$ 1,820,000	\$ 2,114,000	\$ 810,000	\$ 3,070,000	\$ 243,000	\$ 2,385,000	\$ 8,622,000	\$ 10,442,000	\$ 1,233,000	\$ 11,675,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Central Somia Infrastructure Fee	\$ -	\$ -	\$ -	\$ 750,000	\$ 2,548,000	\$ -	\$ 3,389,000	\$ 6,687,000	\$ 6,687,000	\$ 6,687,000	\$ 6,687,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Infra to Transit	\$ -	\$ -	\$ -	\$ 656,250	\$ 2,229,500	\$ -	\$ 2,965,755	\$ 5,851,125	\$ 5,851,125	\$ 5,851,125	\$ 5,851,125	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Infra to Rec and Open Space	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 423,625	\$ 835,875	\$ 835,875	\$ 835,875	\$ 835,875	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PUC Site Park In-kind Credit from ISP (fee swap)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	\$ -	\$ 1,820,000	\$ 2,114,000	\$ 810,000	\$ 3,070,000	\$ 243,000	\$ 2,385,000	\$ 8,622,000	\$ 10,442,000	\$ 1,233,000	\$ 11,675,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

AGENCY	THROUGH FY20	FY 21 (CURRENT YEAR) (BUDGET YEAR)																	
		FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY22 - FY26	THROUGH FY26	FY27 - FY31	THROUGH FY31								
<b>MELLO ROOS</b>																			
TRANSPORTATION / TRANSIT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
COMPLETE STREETS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RECREATION AND OPEN SPACE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ENVIRONMENTAL AND SUSTAINABILITY	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CULTURAL PRESERVATION AND COMMUNITY FACILITIES	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CHILD CARE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ADMINISTRATION	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total Puy Go</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total Bond</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

AGENCY	EN IMPACT FEES (SOMA ONLY)					FY 22 (BUDGET YEAR)					FY 27 - FY31				
	THROUGH FY20	FY 21 (CURRENT YEAR)	FY 22	FY 23	FY 24	FY 25	FY 26	THROUGH FY26	FY27 - FY31	THROUGH FY31					

**Transportation / Transit**

EN IMPACT FEES (SOMA ONLY)	FY 21 (CURRENT YEAR)					FY 22 (BUDGET YEAR)					FY 27 - FY31				
	THROUGH FY20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	THROUGH FY26	FY27 - FY31	THROUGH FY31					
Revenue: EN Impact Fee (Soma Only)	\$ 8,803,000	\$ 12,751,000	\$ 11,721,000	\$ 4,362,000	\$ 3,863,000	\$ 2,184,000	\$ 13,200,000	\$ 35,230,000	\$ 56,784,000	\$ 66,379,000					
Revenue: Soma Infrastructure Fee	\$ -	\$ -	\$ -	\$ 656,250	\$ 2,229,500	\$ -	\$ 2,965,375	\$ 5,851,125	\$ 5,851,125	\$ 5,851,125					
Revenue: Mello Roos	\$ -	\$ -	\$ -	\$ -	\$ 53,449,115	\$ 1,037,524	\$ 1,268,601	\$ 55,755,239	\$ 55,755,239	\$ 62,092,307					
<b>TRANSIT SOMA REVENUE TOTAL</b>	\$ 8,803,000	\$ 12,751,000	\$ 11,721,000	\$ 4,918,250	\$ 59,541,615	\$ 3,221,524	\$ 17,433,976	\$ 96,836,364	\$ 118,390,364	\$ 134,322,432					
<b>Expenditure</b>															
10 2nd Street (OCT Removal)	\$ 750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 750,000	\$ -					
Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Total	\$ 750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 750,000	\$ -					
11 Folsom Street / Howard Street Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
151 Transit Enhancement Fund - Soma	\$ 167,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 167,000	\$ -					
Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Total	\$ 167,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 167,000	\$ -					
16 Ringold Alley Improvements (In-Kind)	\$ 1,800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,800,000	\$ -					
Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Total	\$ 1,800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,800,000	\$ -					
a Local Transit Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
b Regional Transit Capacity Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
c.1 MTA Design, Plan and Prioritization of SoMa Projects	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Appropriated not Transferred	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Total	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Expenditure Soma	\$ 3,267,000	\$ 100,000	\$ 2,720,000	\$ 8,969,000	\$ 66,150,850	\$ 6,464,524	\$ 29,544,280	\$ 113,848,653	\$ 117,215,653	\$ 132,604,043					
Category Balance Per Year - Soma	\$ 5,536,000	\$ 12,651,000	\$ 2,752,000	\$ 2,198,250	\$ (6,609,235)	\$ (3,243,000)	\$ (12,110,304)	\$ (17,012,289)	\$ 1,174,711	\$ 543,877					
Category Cumulative Balance Per Year - Soma	\$ 5,536,000	\$ 18,187,000	\$ 20,939,000	\$ 23,137,250	\$ 16,328,015	\$ 13,285,015	\$ 1,174,711	\$ 1,174,711	\$ 1,174,711	\$ 1,718,388					

AGENCY	THROUGH FY20	FY 21 (CURRENT YEAR)				FY 22 (BUDGET YEAR)	FY 23	FY 24	FY 25	FY 26	THROUGH FY26	FY27 - FY31	THROUGH FY31
		YEAR	YEAR	YEAR	YEAR								

**Complete Streets**

	Revenue EN Impact Fee (Soma Only)	Revenue: Hello Roos	COMPLETE STREETS REVENUE TOTAL										
	\$ 16,526,000	\$ -	\$ 16,526,000		\$ 9,015,000	\$ 10,519,000	\$ 6,563,000	\$ 7,063,000	\$ 2,808,000	\$ 14,300,000	\$ 41,253,000	\$ 66,794,000	\$ 77,899,000
	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ 3,644,258	\$ 70,740	\$ 86,496	\$ 3,801,494	\$ 3,801,494	\$ 4,233,566
	\$ 16,526,000	\$ 0	\$ 16,526,000		\$ 9,015,000	\$ 10,519,000	\$ 6,563,000	\$ 10,707,258	\$ 2,878,740	\$ 14,386,496	\$ 45,054,494	\$ 70,595,494	\$ 81,632,566
<b>Complete Streets</b>													
21	Folsom Street/ Howard Street Improvements	MTA		Transferred	\$ 17,292,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,292,000	\$ -	\$ -
				Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Programmed	\$ -	\$ 2,390,000	\$ -	\$ -	\$ -	\$ 2,390,000	\$ -	\$ -	\$ -
				Total	\$ 17,292,000	\$ 2,390,000	\$ -	\$ -	\$ -	\$ 2,390,000	\$ 19,682,000	\$ -	\$ 19,682,000
23	2nd Street Improvements	DPW		Transferred	\$ 4,812,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,812,000	\$ -	\$ -
				Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 4,812,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,812,000	\$ -	\$ 4,812,000
27.1	Pedestrian, Bicycle, and Streetscape Enhancement Fund *	DPW		Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Appropriated not Transferred	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ -
				Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000
				Total	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ -
e.1	5th and Brannan Intersection Improvements (598 Brannan)	IN-KIND		Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Programmed	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ -	\$ 2,000,000
				Total	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ -	\$ 2,000,000
e.2	5th and Brannan Intersection Improvements (88 Bluxome)	IN-KIND		Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Programmed	\$ -	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ 2,500,000	\$ -	\$ 2,500,000
				Total	\$ -	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ 2,500,000	\$ -	\$ 2,500,000
e.3	5th and Brannan Intersection Improvements (Flower Mart)	IN-KIND		Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Programmed	\$ -	\$ 4,000,000	\$ -	\$ -	\$ -	\$ 4,000,000	\$ -	\$ -	\$ 4,000,000
				Total	\$ -	\$ 4,000,000	\$ -	\$ -	\$ -	\$ 4,000,000	\$ -	\$ -	\$ 4,000,000
g.1	Public Works Design, Plan, and Prioritization of SoMa Projects	DPW		Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Appropriated not Transferred	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ -
				Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ -
g.2	SoMa Street Improvement Projects	MTA		Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Programmed	\$ -	\$ 6,830,000	\$ 2,219,750	\$ 1,250,000	\$ -	\$ 3,469,750	\$ 10,299,750	\$ 2,225,000	\$ 12,524,750
				Total	\$ -	\$ 6,830,000	\$ 2,219,750	\$ 1,250,000	\$ -	\$ 3,469,750	\$ 10,299,750	\$ 2,225,000	\$ 12,524,750
g.2.2	SoMa Street Improvement Projects	DPW / MTA*		Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Programmed	\$ -	\$ -	\$ -	\$ 7,187,735	\$ 2,930,161	\$ 16,583,000	\$ 26,700,895	\$ 2,225,000	\$ 28,925,895
				Total	\$ -	\$ -	\$ -	\$ 7,187,735	\$ 2,930,161	\$ 16,583,000	\$ 26,700,895	\$ 2,225,000	\$ 28,925,895

AGENCY		FY 22 (BUDGET YEAR)										THROUGH FY21	
EN IMPACT FEES (SOMA ONLY)		THROUGH FY20	FY 21 (CURRENT YEAR)	FY 23	FY 24	FY 25	FY 26	FY22 - FY26	THROUGH FY26	FY27 - FY31	THROUGH FY31		
<b>Recreation and Open Space</b>													
	Revenue EH Impact Fee (Soma Only)	\$ 13,467,000	\$ 3,070,000	\$ 6,985,000	\$ 9,085,000	\$ 2,901,000	\$ 12,494,000	\$ 39,170,000	\$ 55,707,000	\$ 9,481,000	\$ 65,188,000		
	Revenue Soma Infra Fee	\$ -	\$ -	\$ 93,750	\$ 318,500	\$ -	\$ 423,625	\$ 835,875	\$ 835,875	\$ -	\$ 835,875		
	Revenue Mello Roos	\$ -	\$ -	\$ -	\$ 15,791,784	\$ 306,541	\$ 374,814	\$ 16,473,139	\$ 16,473,139	\$ 1,872,315	\$ 18,345,454		
	Revenue Flower Mart POPOS In-Leu or In-Kind	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 490,141	\$ 490,141	\$ 490,141	\$ 2,448,412	\$ 2,938,554		
	TSF Fee Credit Swap for In-Kind	\$ -	\$ -	\$ 15,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
	<b>REC AND OPEN SPACE REVENUE TOTAL</b>	\$ 13,467,000	\$ 3,070,000	\$ 6,985,000	\$ 25,195,284	\$ 3,207,541	\$ 13,782,380	\$ 71,969,155	\$ 88,506,155	\$ 13,801,728	\$ 102,307,883		
<b>Expenditure</b>													
35	South Park	\$ 1,500,000									\$ 1,500,000		
	Transferred	\$ 1,500,000									\$ 1,500,000		
	Appropriated not Transferred	\$ -									\$ -		
	Programmed	\$ -									\$ -		
	Total	\$ 1,500,000									\$ 1,500,000		
h	Gene Friend / Soma Recreation Center (programmed)	\$ 2,150,300									\$ 2,150,300		
	Transferred	\$ 2,150,300									\$ 2,150,300		
	Appropriated not Transferred	\$ 649,700	\$ 25,000,000								\$ 25,649,700		
	Programmed	\$ -									\$ -		
	Total	\$ 2,800,000	\$ 25,000,000								\$ 27,800,000		
45	11th Street Park (previously "New Parks in Soma")	\$ 8,810,000									\$ 8,810,000		
	Transferred	\$ 8,810,000									\$ 8,810,000		
	Appropriated not Transferred	\$ -									\$ -		
	Programmed	\$ -									\$ -		
	Total	\$ 8,810,000									\$ 8,810,000		
53	Eagle Plaza (In-Kind)	\$ 1,500,000									\$ 1,500,000		
	Transferred	\$ 1,500,000									\$ 1,500,000		
	Appropriated not Transferred	\$ -									\$ -		
	Programmed	\$ -									\$ -		
	Total	\$ 1,500,000									\$ 1,500,000		
j	Park at Weldst/Freebin/588 Braman	\$ -									\$ -		
	Transferred	\$ -									\$ -		
	Appropriated not Transferred	\$ -									\$ -		
	Programmed	\$ -	\$ 33,500,000	\$ 5,000,000							\$ 38,500,000		
	Total	\$ -	\$ 33,500,000	\$ 5,000,000							\$ 38,500,000		
k	88 Blueme (Recreation Center above Aquatic Center)	\$ -									\$ -		
	Transferred	\$ -									\$ -		
	Appropriated not Transferred	\$ -									\$ -		
	Programmed	\$ -	\$ 10,000,000								\$ 10,000,000		
	Total	\$ -	\$ 10,000,000								\$ 10,000,000		
d	TSF Projects (Swap for In-Kind Credit)	\$ -									\$ -		
	Transferred	\$ -									\$ -		
	Appropriated not Transferred	\$ -									\$ -		
	Programmed	\$ -	\$ 15,000,000								\$ 15,000,000		
	Total	\$ -	\$ 15,000,000								\$ 15,000,000		
<b>Expenditure Soma</b>		\$ 14,738,000	\$ 25,000,000	\$ -	\$ 15,000,000	\$ -	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$ -	\$ 103,238,000		
<b>Category Balance Per Year - Soma</b>		\$ (1,271,000)	\$ (21,930,000)	\$ 6,985,000	\$ (10,701,250)	\$ 3,207,541	\$ (1,217,420)	\$ 8,469,155	\$ (14,731,845)	\$ 13,801,728	\$ (930,117)		
<b>Category Cumulative Balance Per Year - Soma</b>		\$ (1,271,000)	\$ (23,201,000)	\$ (16,216,000)	\$ (16,721,866)	\$ (13,514,425)	\$ (14,731,845)	\$ (14,731,845)	\$ (14,731,845)	\$ (930,117)	\$ (930,117)		



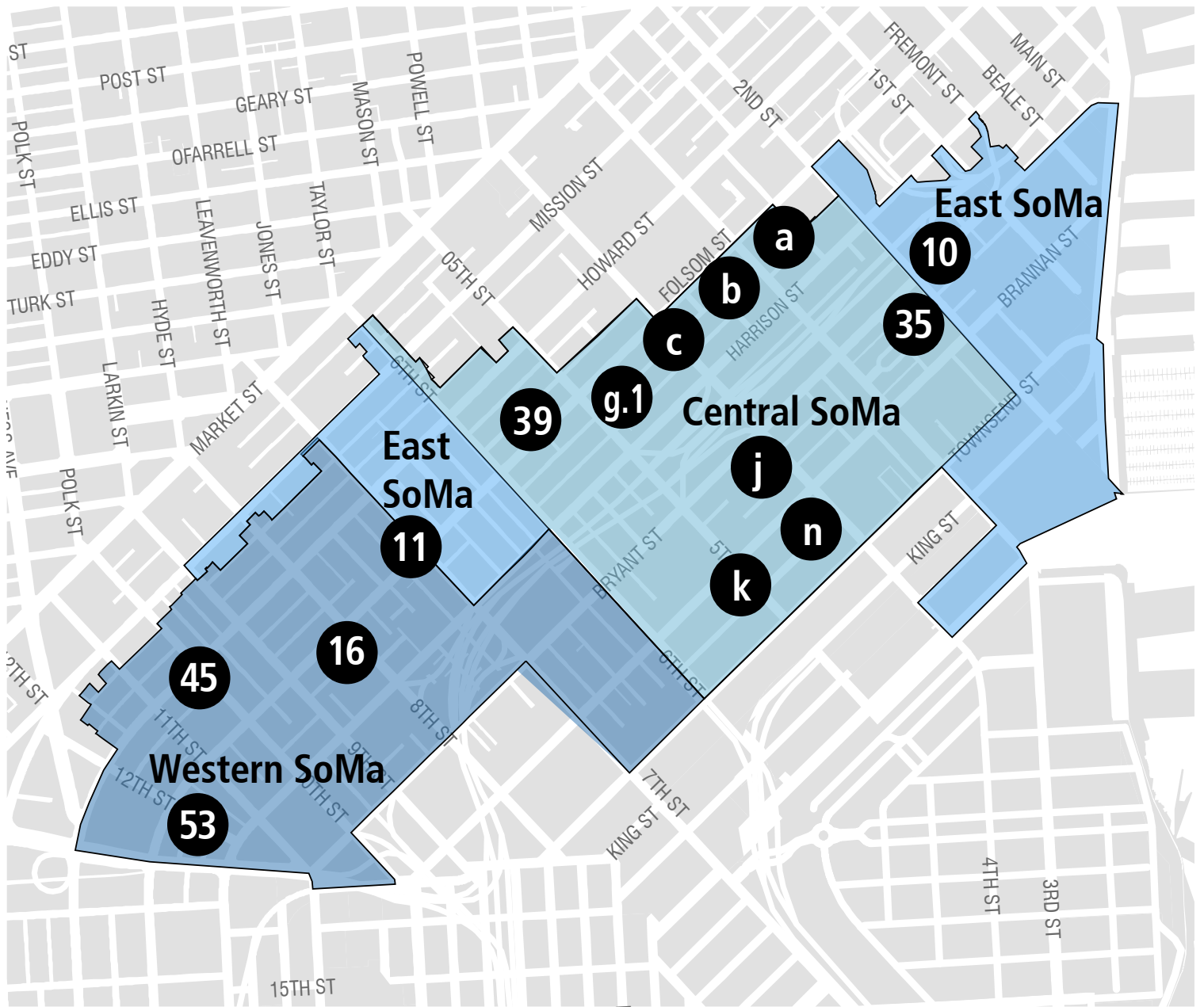
EN IMPACT FEES (SOMA ONLY)		AGENCY										
		THROUGH FY20	FY 21 (CURRENT YEAR)	FY 22 (BUDGET YEAR)	FY 23	FY 24	FY 25	FY 26	FY22 - FY26	THROUGH FY26	FY27 - FY31	THROUGH FY31

**Schools and Child Care**

Revenue: EN Impact Fee (Soma Only)	\$	1,850,000	\$	690,000	\$	1,190,000	\$	1,114,000	\$	1,288,000	\$	433,000	\$	1,950,000	\$	5,975,000	\$	8,515,000	\$	1,470,000	\$	9,985,000
Revenue: Mello Roos	\$	-	\$	-	\$	-	\$	-	\$	2,429,505	\$	47,160	\$	57,664	\$	2,534,329	\$	2,534,329	\$	288,049	\$	2,822,378
<b>CHILD CARE REVENUE TOTAL</b>	\$	1,850,000	\$	690,000	\$	1,190,000	\$	1,114,000	\$	3,717,505	\$	480,160	\$	2,007,664	\$	8,509,329	\$	11,049,329	\$	1,758,049	\$	12,807,378
58.2 Child Care	\$	1,144,639	\$	-	\$	-	\$	-	\$	-	\$	-	\$	1,144,639	\$	-	\$	1,144,639	\$	-	\$	1,144,639
Transferred	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Appropriated not Transferred	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Programmed	\$	-	\$	965,000	\$	1,114,000	\$	1,288,000	\$	433,000	\$	433,000	\$	1,950,000	\$	-	\$	-	\$	-	\$	-
<b>Total</b>	\$	1,144,639	\$	965,000	\$	1,114,000	\$	1,288,000	\$	433,000	\$	433,000	\$	1,950,000	\$	5,750,000	\$	6,894,639	\$	-	\$	6,894,639
ad Bessie Camidaael Supplemental Services	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Transferred	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Appropriated not Transferred	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
<b>Total</b>	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Expenditure Soma	\$	1,144,639	\$	-	\$	-	\$	-	\$	965,000	\$	480,160	\$	2,007,664	\$	8,284,329	\$	9,428,968	\$	-	\$	9,428,968
Category Balance Per Year - Soma	\$	705,361	\$	690,000	\$	225,000	\$	-	\$	0	\$	(47,160)	\$	(57,664)	\$	120,176	\$	1,515,538	\$	1,470,000	\$	2,985,538
Category Cumulative Balance Per Year - Soma	\$	705,361	\$	1,395,361	\$	1,620,361	\$	1,620,361	\$	1,620,361	\$	1,573,202	\$	1,515,538	\$	7,949,623	\$	14,377,751	\$	2,455,202	\$	2,455,202

**Program Administration**

Revenue: EN Impact Fee (Soma Only)	\$	2,353,000	\$	1,341,000	\$	1,601,000	\$	1,034,000	\$	1,121,000	\$	438,000	\$	2,207,000	\$	6,401,000	\$	10,095,000	\$	1,639,000	\$	11,734,000
Revenue: Mello Roos	\$	-	\$	-	\$	-	\$	-	\$	6,393,435	\$	124,106	\$	151,747	\$	6,669,287	\$	6,669,287	\$	758,022	\$	7,427,309
<b>ADMIN REVENUE TOTAL</b>	\$	2,353,000	\$	1,341,000	\$	1,601,000	\$	1,034,000	\$	7,514,435	\$	562,106	\$	2,358,747	\$	13,070,287	\$	16,764,287	\$	2,397,022	\$	19,161,309
Admin - Soma	\$	3,152,618	\$	500,000	\$	500,000	\$	500,000	\$	300,000	\$	394,335	\$	516,000	\$	2,210,535	\$	5,863,153	\$	808,000	\$	6,671,153
Admin Transfer to Programs - Soma	\$	542,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	542,000	\$	-	\$	542,000
Expenditure Soma	\$	3,694,618	\$	500,000	\$	500,000	\$	500,000	\$	300,000	\$	394,335	\$	516,000	\$	2,710,535	\$	6,405,153	\$	808,000	\$	7,213,153
Category Balance Per Year - Soma	\$	(1,341,618)	\$	841,000	\$	1,101,000	\$	534,000	\$	7,214,435	\$	167,571	\$	1,691,000	\$	10,708,005	\$	10,207,387	\$	831,000	\$	11,038,387
Category Cumulative Balance Per Year - Soma	\$	(1,341,618)	\$	(500,618)	\$	600,382	\$	1,134,382	\$	8,348,816	\$	8,516,387	\$	10,207,387	\$	28,807,354	\$	25,451,745	\$	9,299,387	\$	9,299,387
<b>TOTAL BALANCES - Soma</b>																						
Revenue Totals	\$	50,732,000	\$	28,687,000	\$	34,130,000	\$	37,238,000	\$	155,906,695	\$	11,489,114	\$	53,450,072	\$	292,213,881	\$	371,632,881	\$	51,631,861	\$	423,264,742
Total Expenditures	\$	52,624,257	\$	34,550,000	\$	21,957,750	\$	39,894,000	\$	141,586,688	\$	11,408,423	\$	71,131,554	\$	285,978,415	\$	373,152,672	\$	20,646,390	\$	393,799,062
Annual Surplus (Deficit)	\$	(1,892,257)	\$	(5,863,000)	\$	12,172,250	\$	(2,656,000)	\$	14,320,007	\$	80,691	\$	(17,681,482)	\$	6,235,467	\$	(1,519,791)	\$	30,985,471	\$	29,465,680
Cumulative Surplus (Deficit)	\$	(1,892,257)	\$	(7,755,257)	\$	4,416,993	\$	1,760,993	\$	16,161,691	\$	(1,519,791)	\$	(1,519,791)	\$	(1,519,791)	\$	(1,519,791)	\$	29,465,680	\$	29,465,680



## 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

## PROJECT DESCRIPTIONS

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

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

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

- » one-way cycle track bicycle facilities in the northbound and southbound directions
- » transit boarding islands at most transit stops along with planted medians;
- » ADA-compliant curb ramps
- » 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

#### Project Status and Delivery:

Construction Underway. Substantial Completion October 2020.

Project is under construction and has four segments of phasing: Segment 1 (Market to Folsom streets), Segment 2 (Bryant to Townsend streets), Segment 3 (Folsom to Bryant streets) and Segment 4 (Townsend to King streets). Utility

undergrounding, bus island construction and sidewalk improvements are underway.

#### Total Costs:

Approximately \$40 million

#### IPIC Funds:

\$5.562 million in FY 19 and prior for streetscape elements within the South of Market boundaries.

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

The project includes Howard between 11th and 4th (3rd to 4th will be a future phase) and Folsom between 11th and 2nd. The project will include two-way protected bikeways, a transit only lane on Folsom, bulbouts, traffic signal upgrades, new mid-block traffic signals, and public realm improvements.

#### Project Origin:

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

#### Project Status and Delivery:

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

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

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

The project entered detailed design in October 2019. Construction is planned to commence in 2022.

**Total Costs:**

\$71,500,000

**IPIC Funds:**

\$17,842,000 appropriated in previous years; \$2.39 million are programmed in FY22; in addition \$6.8 million has been appropriated as SoMa Street Projects, which could potentially be used for Folsom / Howard. Costs may cover any aspect of design, engineering or construction. A total IPIC appropriation is approximately \$20.4 million.

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

The Central SoMa Plan calls for \$125 million 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, 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: approximately \$58.1 million through FY26, up to \$8.9M in FY22

**MTA DESIGN, PLAN AND PRIORITIZATION OF SOMA PROJECTS (EXPENDITURE PLAN LINE ITEM NO. C.1)**

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

**Project Origin:**

IPIC

**Project Status and Delivery:**

IPIC Funds: \$100,000 in FY21

**SOMA STREET IMPROVEMENT PROJECTS (EXPENDITURE PLAN LINE ITEMS G.2 AND G.3)**

This FY21 SoMa Street Improvement Projects line item has been created to enable funds to be used for several possible projects in SoMa include but are not limited to: 6th Street, 5th Street, and Folsom / Howard. Funds can be used for both soft and hard costs.

**Project Origin:**

IPIC

**Project Status and Delivery:**

SFMTA staff will provide IPIC and the SoMa CAC updates on how funds will be used.

IPIC Funds: approximately \$39.9 million through FY26

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

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

**Project Origin:**

Central SoMa Plan

**Project Status and Delivery:**

Development projects would construct improvements between 2022-2025

**IPIC Funds:**

In-kind agreement would be approximately \$8.5 million in FY22

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

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

**Project Origin:**

IPIC

**Project Status and Delivery:**

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

**Total Costs:**

\$200,000 in FY21

**IPIC Funds:**

\$200,000 in FY21

**San Francisco Public Works Design, Plan, and Prioritization of SoMa Projects (Expenditure Plan Line Item No. G.1)**

This line item has been created to enable San Francisco

Public Works staff to begin work on design, planning and prioritization of complete streets projects in SoMa in FY21 ahead of more significant funds being available for actual construction and implementation.

**Project Origin:**

IPIC

Project Status and Delivery:

**IPIC Funds:**

\$100,000 in FY21

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

The Central SoMa Plan call for the improvement of all major streets within Central SoMa to address lack of sufficient sidewalk widths, crosswalks, bicycle infrastructure and other street infrastructure. Funds can go to additional design, community outreach and environmental work as well as construction costs. Although improving main streets is the highest priority, improvements may also be implemented on alleyways as funding allows. Funds for SoMa Street Improvement projects are being kept in this single line item to enable funding flexibility for the time being.

**Project Origin:**

Central SoMa Plan

**Project Status and Delivery:**

Ongoing

**IPIC Funds:**

Approximately \$26 million through FY26

**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 all ages. 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 would include a double basketball court gym and a second story of program space with triple the number of multipurpose rooms as well as new outdoor space. The project includes improved lighting, security, and new outdoor amenities: basketball court, plaza space, playground, and landscaping.

**Project Origin:**

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

**Project Status and Delivery:**

Recreation and Park Commission approved the concept design in September 2019. Construction is anticipated to begin summer 2022. This project is a named park in the 2020 Health and Recovery G.O. Bond, and will receive \$30 million in Bond funding.

**Total Costs:**

\$58.2 million

**IPIC Funds:**

\$2.8 million FY18 and prior; \$25 million in FY21

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

Recreation and Park acquired 11th and Natoma to build a new park. The site needs to be remediated, designed, and developed. Staff will begin community outreach in 2021 to design the new park.

**Project Origin:**

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

**Project Status and Delivery:**

Site was officially acquired in early 2018 with Open Space funds. Design and community engagement expected to begin in 2021. Existing leases in the buildings have recently been extended. The Department plans to begin park construction shortly after expiration of the leases.

**Total Costs:**

\$22 million for acquisition and park creation

**IPIC Funds:**

\$8.8 million in FY 18 and prior; \$3,039,298 scheduled for FY 22 from Market and Octavia Impact Fee

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

The Central SoMa Plan calls for the creation of an approxi-

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

**Project Origin:**

Central SoMa Plan

**Project Status and Delivery:**

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

**IPIC Funds:**

Current estimate is \$38.5 million

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

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

**Project Origin:**

Central SoMa Plan

**Project Status and Delivery:**

The Pool Annex will be developed in connection with the mixed-use development at 88 Bluxome Street, which staff estimates will be constructed in the next couple years.

**IPIC Funds:**

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

# 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 foot of new commercial space (office and retail) near the Transbay Terminal Center (now known as the Salesforce Transit Center). Since plan adoption, about 4,905 units and 5.5 million square footage of commercial space have been entitled by the Planning Department.

The new Transit Center serves as the new heart of downtown San Francisco and a new terminus for Caltrain and eventually High Speed Rail. The Transit Center consists of Phase I: the terminal building, and Phase II: The Downtown Rail Extension (DTX), which would extend the Caltrain and eventually High Speed Rail terminus to the new Transbay Transit Center.

The Transit Center District Plan and the related Transbay Redevelopment Plan are being carried out by several agencies: Planning Department, Office of Community Investment and Infrastructure (OCII) and the Transbay Joint Authorities Board (TJPA). The TCDP Implementation Document adopted by both the Planning Commission and the Board of Supervisors 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 TCDP established two impact fees for new development in the Transit Center District: one for open space and a second for transportation. In addition to the impact fees, a Community Facilities District (CFD or Mello Roos District) has been established to help fund the DTX 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 \$522 million between FY21 and FY26 future towards construction of the Transbay Terminal projects and other streetscape, transit, and open space improvements. Of the \$522 million, \$420 million are specifically be allocated to TJPA-related projects, with the balance of \$102 million are to be allocated to other Transit Center related Projects.

The Planning Department projects over \$24.4 million in impact fee revenues available for infrastructure impact fees in the Transit Center District. About \$6.2 million of these impact fees are set aside for open space while the

other \$18.2 million are set aside for transportation and streetscape projects.

A component of the TCDP Implementation Document 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 exact timing of the delivery of the TC Infrastructure Projects; rather it specifies that the timing of funding and delivery would largely be left to IPIC.

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

This year, the Expenditure Plan in this IPIC report includes both impact fee and CFD spending. Through this fiscal year, CFD spending has been allocated to TJPA related projects (including the Train Box and Salesforce Park), several Transit Related streetscape projects, Portsmouth Square renovation, BART capacity improvements at Montgomery and Embarcadero Station, and a Congestion Management Study. Over the next five years (FY22 to FY26) IPIC expects as much as \$449 million in CFD funding (both through bond issuances and pay-as-you-go special tax revenue). Of this amount, \$371 million is to be reserved for TJPA projects per the Joint Community Facilities Agreement (JCFA), with about \$78 million remaining for City projects. IPIC has not yet determined how to allocate this revenue for the City projects but will look to set up funding criteria in the next IPIC cycle. Eligible projects include further streetscape projects, further BART capacity projects, new buses for either MTA or other regional transit agencies, and a new open space at 2nd and Howard Streets. Criteria that are likely to be considered are project readiness, amount of previous funding, and project need. IPIC is committed to making the decision-making process transparent and fair to all eligible recipients.

## Ongoing Planning

### **South Downtown Design and Activation Plan (SODA)**

The Planning Department, San Francisco Public Works, SFMTA, OCII, and the East Cut Community Benefit District have completed a comprehensive vision for the design, implementation, and stewardship of the public spaces within Transit Center and Rincon Hill (together, “South Downtown”).

A major component of this effort was to update and holistically prioritize Rincon Hill and Transit Center streetscape and open space projects. The draft plan is completed. The City anticipates environmental clearance to be completed in early 2021, with final adoption of the Plan expected late 2021. For more information, visit the project website: <https://sfplanning.org/southdowntown>



		THROUGH FY20	FY 21 (CURRENT YEAR)	FY 22 (BUDGET YEAR)	FY 23	FY 24	FY 25	FY 26	FY22 - FY26 THROUGH FY26	FY27 - FY31 THROUGH FY31		
1	TRANSPORTATION / TRANSIT	\$ 61,251,000	\$ 19,812,800	\$ 2,313,600	\$ 1,169,600	\$ 14,765,600	\$ -	\$ -	\$ 18,248,800	\$ 99,312,600	\$ 14,566,000	\$ 113,878,600
2	In-Kind	\$ 27,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 27,500,000	\$ -	\$ 27,500,000
3	Cash	\$ 33,751,000	\$ 19,812,800	\$ 2,313,600	\$ 1,169,600	\$ 14,765,600	\$ -	\$ -	\$ 18,248,800	\$ 71,812,600	\$ 14,566,000	\$ 86,378,600
4	RECREATION AND OPEN SPACE	\$ 21,676,000	\$ 6,496,800	\$ 614,400	\$ 643,200	\$ 4,945,600	\$ -	\$ -	\$ 6,202,200	\$ 34,378,800	\$ 6,714,000	\$ 41,092,800
5	In-Kind	\$ 8,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,500,000	\$ -	\$ 8,500,000
6	Cash	\$ 13,176,000	\$ 6,496,800	\$ 614,400	\$ 643,200	\$ 4,945,600	\$ -	\$ -	\$ 6,202,200	\$ 25,878,800	\$ 6,714,000	\$ 32,592,800
3	Total	\$ 82,929,000	\$ 26,309,600	\$ 2,928,000	\$ 1,812,800	\$ 19,711,200	\$ -	\$ -	\$ 24,452,000	\$ 133,690,600	\$ 21,280,000	\$ 154,970,600
	In-Kind	\$ 36,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 36,000,000	\$ -	\$ 36,000,000
	Cash	\$ 46,929,000	\$ 26,309,600	\$ 2,928,000	\$ 1,812,800	\$ 19,711,200	\$ -	\$ -	\$ 24,452,000	\$ 97,690,600	\$ 21,280,000	\$ 118,970,600

		THROUGH FY20	FY 21 (CURRENT YEAR)	FY 22 (BUDGET YEAR)	FY 23	FY 24	FY 25	FY 26	FY22 - FY26 THROUGH FY26	FY27 - FY31 THROUGH FY31		
1	Revenue	\$ 61,251,000	\$ 19,812,800	\$ 2,313,600	\$ 1,169,600	\$ 14,765,600	\$ -	\$ -	\$ 18,248,800	\$ 99,312,600	\$ 14,566,000	\$ 113,878,600
3	Transit Center Streetscape Plan - Project Management	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4	Downtown Rail Extension Design Work	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5	Streetscape Design and Construction (1)	\$ 24,290,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 24,290,000	\$ -	\$ -	\$ 24,290,000
6	Streetscape Design (Planning)	\$ 6,580,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,580,000	\$ -	\$ -	\$ 6,580,000
7	Phase I DTX	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$ 100,000
8	Phase II DTX	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ -	\$ -	\$ 2,000,000
9	Railyard Realignment Study	\$ 16,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,000,000	\$ -	\$ -	\$ 16,000,000
10	Admin (Planning)	\$ 3,800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,800,000	\$ -	\$ -	\$ 3,800,000

**Transportation**

		THROUGH FY20	FY 21 (CURRENT YEAR)	FY 22 (BUDGET YEAR)	FY 23	FY 24	FY 25	FY 26	FY22 - FY26 THROUGH FY26	FY27 - FY31 THROUGH FY31		
1	Revenue	\$ 61,251,000	\$ 19,812,800	\$ 2,313,600	\$ 1,169,600	\$ 14,765,600	\$ -	\$ -	\$ 18,248,800	\$ 99,312,600	\$ 14,566,000	\$ 113,878,600
3	Transit Center Streetscape Plan - Project Management	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4	Downtown Rail Extension Design Work	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5	Streetscape Design and Construction (1)	\$ 24,290,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 24,290,000	\$ -	\$ -	\$ 24,290,000
6	Streetscape Design (Planning)	\$ 6,580,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,580,000	\$ -	\$ -	\$ 6,580,000
7	Phase I DTX	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$ 100,000
8	Phase II DTX	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ -	\$ -	\$ 2,000,000
9	Railyard Realignment Study	\$ 16,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,000,000	\$ -	\$ -	\$ 16,000,000
10	Admin (Planning)	\$ 3,800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,800,000	\$ -	\$ -	\$ 3,800,000

		THROUGH FY20	FY 21 (CURRENT YEAR)	FY 22 (BUDGET YEAR)	FY 23	FY 24	FY 25	FY 26	FY22 - FY26 THROUGH FY26	FY27 - FY31 THROUGH FY31
3	Transit Center Streetscape Plan - Project Management	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4	Downtown Rail Extension Design Work	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5	Streetscape Design and Construction (1)	\$ 24,290,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 24,290,000	\$ -
6	Streetscape Design (Planning)	\$ 6,580,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,580,000	\$ -
7	Phase I DTX	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -
8	Phase II DTX	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ -
9	Railyard Realignment Study	\$ 16,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,000,000	\$ -
10	Admin (Planning)	\$ 3,800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,800,000	\$ -

		THROUGH FY20	FY 21 (CURRENT YEAR)	FY 22 (BUDGET YEAR)	FY 23	FY 24	FY 25	FY 26	FY22 - FY26 THROUGH FY26	FY27 - FY31 THROUGH FY31
3	Transit Center Streetscape Plan - Project Management	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4	Downtown Rail Extension Design Work	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5	Streetscape Design and Construction (1)	\$ 24,290,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 24,290,000	\$ -
6	Streetscape Design (Planning)	\$ 6,580,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,580,000	\$ -
7	Phase I DTX	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -
8	Phase II DTX	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ -
9	Railyard Realignment Study	\$ 16,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,000,000	\$ -
10	Admin (Planning)	\$ 3,800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,800,000	\$ -

Expenditures: Appropriations FY19 and Prior - Planned FY20 and Forward		FY 22 (BUDGET YEAR)									
AGENCY	THROUGH FY20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 22 - FY26	THROUGH FY26	FY27 - FY31	THROUGH FY31
11 Better Market Street	Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Transferred	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ -	\$ 2,000,000
	Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
12 SODA Streetscape	Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Appropriated not Transferred	\$ 8,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,500,000	\$ -	\$ 8,500,000
12.05 2nd Street (1)	Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
12.2 Congestion Charging Studies and Pilot	Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Transferred	\$ 470,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 470,000	\$ -	\$ 470,000
	Appropriated not Transferred	\$ 530,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 530,000	\$ -	\$ 530,000
12.3 BART Capacity Projects	Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Appropriated not Transferred	\$ 250,000	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,250,000	\$ -	\$ 1,250,000
12.5 Transit Delay Mitigation	Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Appropriated not Transferred	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ -	\$ 2,000,000
13 Mid-Block Crossings (In-Kind - Transit Tower)	Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Transferred	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ -	\$ 1,000,000
	Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
14 Natoma (In-Kind - Transit Tower)	Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Transferred	\$ 11,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,000,000	\$ -	\$ 11,000,000
	Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
15 Bus Boarding island on Mission Street (In-Kind - Transit Tower)	Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Transferred	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ -	\$ 500,000
	Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
16 Transit Tower In-Kind Agreement	Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Transferred	\$ 15,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,000,000	\$ -	\$ 15,000,000
	Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transportation Expenditure Sub Total		\$ 94,235,000	\$ 1,000,000	\$ 750,000	\$ -	\$ 2,500,000	\$ -	\$ -	\$ 3,250,000	\$ 96,505,000	\$ 98,505,000
17 Category Balance Per Year	\$ (33,004,000)	\$ 18,812,800	\$ 1,563,600	\$ 1,169,600	\$ 12,265,600	\$ -	\$ -	\$ 14,998,800	\$ 807,600	\$ 14,566,000	\$ 15,373,600
18 Category Cumulative Balance	\$ (33,004,000)	\$ (14,191,200)	\$ (12,627,600)	\$ (11,458,000)	\$ 807,600	\$ 807,600	\$ 807,600	\$ 807,600	\$ 807,600	\$ 15,373,600	\$ 15,373,600

		Expenditures: Appropriations FY19 and Prior - Planned FY20 and Forward																									
AGENCY		THROUGH FY20	FY 21 (CURRENT YEAR)	FY 22 (BUDGET YEAR)	FY 23	FY 24	FY 25	FY 26	THROUGH FY26	FY 27 - FY31	THROUGH FY31																
19	Revenue	\$	21,676,000	\$	6,496,800	\$	614,400	\$	643,200	\$	4,945,600	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	2,000,000		
<b>Expenditure</b>																											
<b>21 City Park (TIPA)</b>																											
	TIPA	Transferred	\$	2,000,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	2,000,000	
		Appropriated not Transferred	\$	10,044,000	\$	(10,044,000)	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	
		Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	
<b>23 Improvements to Downtown/Chinatown Parks</b>																											
	RPD	Transferred	\$	1,352,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	1,352,000	
		Appropriated not Transferred	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	
		Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	
<b>24 Central Subway Open Space</b>																											
	MTA	Transferred	\$	7,000,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	7,000,000	
		Appropriated not Transferred	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	
		Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	
<b>25 Portsmouth Square Improvements (RPD)</b>																											
	RPD	Transferred	\$	513,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	513,000	
		Appropriated not Transferred	\$	365,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	365,000	
		Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	
<b>26 Portsmouth Square Improvements (Planning)</b>																											
	DGP	Transferred	\$	283,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	283,000	
		Appropriated not Transferred	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	
		Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	
<b>27 Guy Place Park</b>																											
	RPD	Transferred	\$	1,525,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	1,525,000	
		Appropriated not Transferred	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	
		Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	
<b>28 City Park (In-Kind - Transit Tower)</b>																											
	IN-KIND	Transferred	\$	8,500,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	8,500,000	
		Appropriated not Transferred	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	
		Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	
<b>Rec and Open Space Expenditure Sub total</b>																											
31	Revenue Totals	\$	31,582,000	\$	(10,044,000)	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	21,538,000
29	Category Balance Per Year	\$	(9,904,000)	\$	16,540,800	\$	614,400	\$	643,200	\$	4,945,600	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	6,714,000
30	Category Cumulative Balance	\$	(9,904,000)	\$	6,636,800	\$	7,251,200	\$	7,894,400	\$	12,840,000	\$	12,840,000	\$	12,840,000	\$	12,840,000	\$	12,840,000	\$	12,840,000	\$	12,840,000	\$	12,840,000	\$	19,554,000
<b>NUMERICAL TOTALS</b>																											
31	Revenue Totals	\$	82,929,000	\$	26,309,600	\$	2,928,000	\$	1,812,800	\$	19,711,200	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	154,974,600
32	Total Expenditures	\$	125,837,000	\$	(9,044,000)	\$	750,000	\$	-	\$	2,500,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	120,043,000
33	Annual Surplus (Deficit)	\$	(42,908,000)	\$	35,953,600	\$	2,178,000	\$	1,812,800	\$	17,211,200	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	34,931,600
34	Cumulative Surplus (Deficit)	\$	(42,908,000)	\$	(7,954,400)	\$	(6,376,400)	\$	(3,563,600)	\$	(13,647,600)	\$	(13,647,600)	\$	(13,647,600)	\$	(13,647,600)	\$	(13,647,600)	\$	(13,647,600)	\$	(13,647,600)	\$	(13,647,600)	\$	(13,647,600)

Revenue	Future Bond Issuances (1)							THROUGH FY20 (2)	FY21 (3)	FY22	FY23	FY24	FY25	FY26	FY22 - FY26	THROUGH FY26
	THROUGH FY20 (2)	FY21 (3)	FY22	FY23	FY24	FY25	FY26									
TJPA CFD Bond Proceeds	\$ 367,617,951		\$ 68,424,284	\$ 24,902,088	\$ 268,245,850	\$ 36,555,308	\$ -	\$ -	\$ 398,127,531	\$ -	\$ 398,127,531	\$ -	\$ 398,127,531	\$ -	\$ 765,745,482	
TJPA Pay-Go Special Tax Revenue (4)	\$ -		\$ 7,225,782	\$ 2,427,223	\$ 3,999,500	\$ 4,290,437	\$ -	\$ -	\$ 4,377,733	\$ -	\$ 4,377,733	\$ -	\$ 4,377,733	\$ -	\$ 22,320,676	
CITY CFD Bond Proceeds															\$ -	
Bond 2017A (5)			\$ 31,165,182												\$ -	
Bond 2019A (6)			\$ 29,993,218												\$ -	
Future Bond Issuances			\$ -	\$ -	\$ 28,254,814	\$ 5,245,718	\$ 56,506,995	\$ 7,700,513	\$ -	\$ 97,708,040	\$ -	\$ 97,708,040	\$ -	\$ 97,708,040	\$ 97,708,040	
Total City Bond Proceeds	\$ 61,158,400		\$ -	\$ -	\$ 28,254,814	\$ 5,245,718	\$ 56,506,995	\$ 7,700,513	\$ -	\$ 97,708,040	\$ -	\$ 97,708,040	\$ -	\$ 97,708,040	\$ 158,866,440	
City Pay-Go Special Tax Revenue (4, 7)	\$ -		\$ 880,000	\$ 642,138	\$ 511,304	\$ 842,510	\$ 903,797	\$ -	\$ 922,186	\$ -	\$ 922,186	\$ -	\$ 922,186	\$ -	\$ 4,701,934	
<b>TOTAL REVENUE</b>	<b>\$ 428,776,351</b>		<b>\$ 880,000</b>	<b>\$ 104,547,018</b>	<b>\$ 33,086,334</b>	<b>\$ 329,594,855</b>	<b>\$ 49,450,055</b>	<b>\$ -</b>	<b>\$ 529,918</b>	<b>\$ 521,978,181</b>	<b>\$ -</b>	<b>\$ 521,978,181</b>	<b>\$ -</b>	<b>\$ 951,634,532</b>		

- 1 Subject to change. Estimated future bond issuances are based on current development status of Conditioned Projects and timing estimates provided by OCIL and Planning. Future Bond Issuance amounts represent the maximum bonding capacity for each issuance. FY24 Bonds Issuance amount assumes full Oceanwide development and TCO receipt in FY23.
- 2 The TJPA CFD Bond Proceeds through FY20 include the Special Tax Bonds, Series 2017B, 2019B, and 2020B.
- 3 Estimated FY21 CFD Bond Proceeds leverage the remaining 82.6% of special tax revenues from Blocks 8, 9 & 1 for the City.
- 4 Pay-Go Special Tax Revenue represents 10% debt service coverage required for Bonds net of administrative expenses; funds are treated as an annual pay-go source. FY21 pay-go amounts represent funds accumulated through 1
- 5 The City Share 2017A Bond Proceeds are appropriated to DPW.
- 6 Of the City Share 2019A Bond Proceeds, \$9,000,000 is appropriated to RPD, \$1,000,000 is appropriated to BART, and the remainder is appropriated to DPW.
- 7 Of the City Share of Pay-Go Special Tax Revenues for Fiscal Year 2020-21, \$880,000 has been appropriated to the San Francisco County Transportation Authority for the Downtown Congestion Pricing Study Program

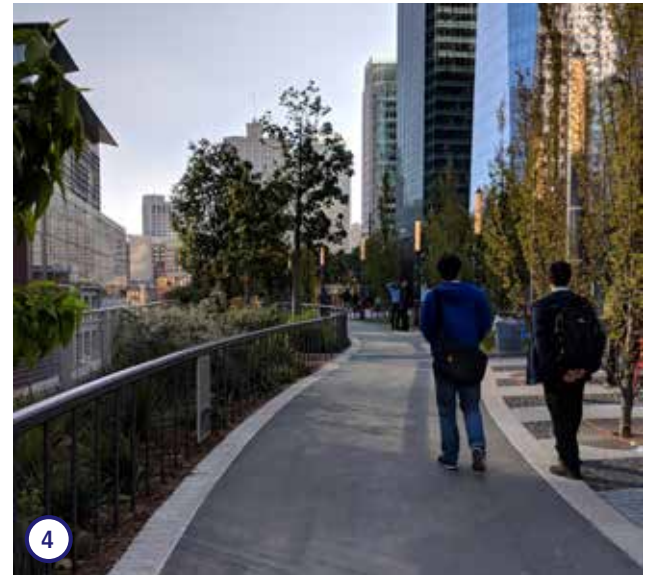
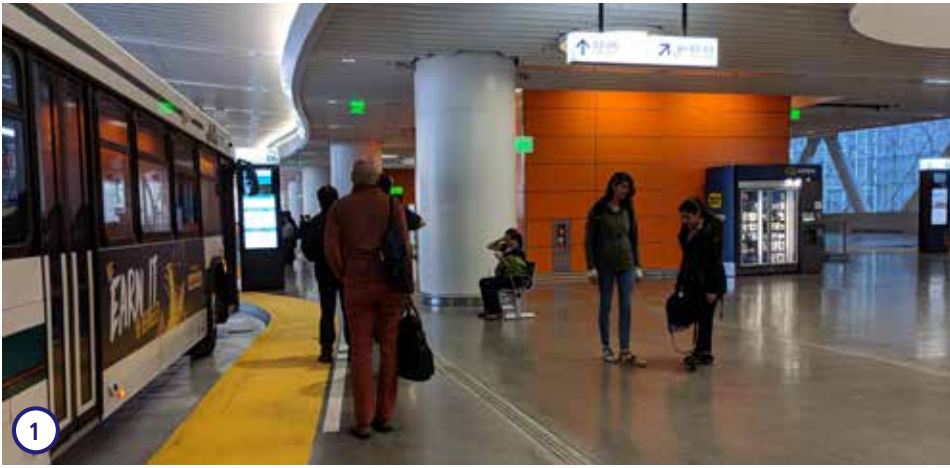
Expenditure	Future Bond Issuances (1)							THROUGH FY20 (2)	FY21	FY22	FY23	FY24	FY25	FY26	FY22 - FY26	THROUGH FY26
	THROUGH FY20 (2)	FY21	FY22	FY23	FY24	FY25	FY26									
TJPA Projects	\$ 367,617,951		\$ -	\$ -	\$ 75,650,066	\$ 27,329,312	\$ 272,245,350	\$ 40,845,745	\$ 4,377,733	\$ 420,448,206	\$ -	\$ 420,448,206	\$ -	\$ 420,448,206	\$ -	\$ 788,066,157
Transit Center Related Streetscape																
2nd Street Infrastructure Improvements			\$ 9,655,835													\$ 9,655,835
Folsom Street Infrastructure Improvements			\$ 4,500,000													\$ 4,500,000
Transit Center Streetscape			\$ 36,859,645		\$ 23,225,589					\$ 23,225,589				\$ 23,225,589		\$ 60,085,234
TC Streetscape Total			\$ 51,015,480		\$ 23,225,589					\$ 23,225,589				\$ 23,225,589		\$ 74,241,069
BART: Embarcadero & Montgomery Stations			\$ 1,000,000													\$ 1,000,000
Congestion Pricing Study			\$ -	\$ 880,000												\$ 880,000
Portsmouth Square			\$ 9,000,000													\$ 9,000,000
Transit Delay Mitigation (New Buses)																
<b>TOTAL EXPENDITURE</b>	<b>\$ 428,633,431</b>		<b>\$ 880,000</b>	<b>\$ 98,875,655</b>	<b>\$ 27,329,312</b>	<b>\$ 272,245,350</b>	<b>\$ 40,845,745</b>	<b>\$ -</b>	<b>\$ 4,377,733</b>	<b>\$ 443,673,795</b>	<b>\$ -</b>	<b>\$ 443,673,795</b>	<b>\$ -</b>	<b>\$ 873,187,226</b>		

Annual Balance	\$ 142,920	\$ -	\$ 5,671,363	\$ 5,757,022	\$ 57,349,505	\$ 8,604,310	\$ 922,186	\$ 78,304,385	\$ 78,447,305
Cummulative Balance	\$ 142,920	\$ 142,920	\$ 5,814,283	\$ 11,571,305	\$ 68,920,810	\$ 77,525,120	\$ 78,447,305	\$ 78,447,305	\$ 78,447,305



## 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. Salesforce Transit Center Bus Deck
2. Salesforce Park
3. New Midblock Crossing at Shaw and Mission
4. Salesforce Park Walking Path

Photo credits: (1, 3 4) SF Planning; (2) Google Maps

## 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:

Currently in design and engineering. Construction for first phase projects completed in November 2018. Construction of second phase projects anticipated to begin Winter 2021.

#### Total Costs:

\$166 million for all phases (original estimate of streetscape, pedestrian, and bicycle improvements escalated from 2010 to 2017)

#### IPIC Funds:

\$30,870,000 (Through FY20)

### 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:

\$2,500,000 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:

Design is underway.

#### Total Costs:

TBD

#### IPIC Funds:

\$8.5 million

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

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

## **Project Origin:**

The Transit Center District Plan; Central Subway

## **Project Status and Delivery:**

Central Subway tunnels and stations are currently under construction. Construction is expected to be completed by 2021; revenue service expected to commence 2022

## **IPIC Funds:**

\$7 million in FY 17 and prior

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

Traffic congestion is a significant problem in downtown San Francisco and SoMa. The Downtown Congestion Pricing Study is exploring how a fee to drive into downtown/SoMa during the most congested times could keep traffic moving while making our transportation system safer and more equitable.

The study begins with an analysis of existing congestion and how it impacts residents, businesses, and other users of the transportation system with a focus on social equity. The study also includes working with stakeholders to identify goals and objectives for potential congestion pricing policies.

The study team will then develop, evaluate, and refine potential congestion pricing program scenarios to identify which best meet the goals and objectives before developing a final recommendation and potential implementation plan. Program elements to be considered include different pricing parameters, discounts and incentives for using non-auto travel modes, credits or discounts to improve equity outcomes, and provision of improved transit service and multimodal infrastructure using revenue raised through pricing.

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

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

And third, the study will seek to understand business

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

## **Project Origin:**

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

## **Project Status:**

The Transportation Authority Board requested the study in Fall 2018 and appropriated local Prop K sales tax funding in early 2019. The Metropolitan Transportation Commission approved funding to support the study in Summer 2019. The study launched in July 2019 and is anticipated for completion by the end of calendar 2020. Ultimately, implementation would require consensus by city leaders and state authorization.

## **Total Cost:**

Total estimated study cost is \$2.45 million.

## **IPIC/CFD Funds:**

\$470,000 in IPIC funds and \$880,000 in CFD funds are needed in FY2019-2020. The remainder of the study cost, \$1.1 million, is funded through a combination of local Prop K sales tax (\$500,000); regional MTC funds (\$400,000); and potential private (\$200,000) grant sources.

## **BART CAPACITY PROJECTS**

### **Scope of Work**

This project will purchase and install a new redundant elevator at the North end (exit towards Ferry Building) of the Embarcadero BART/Muni Station to improve mobility and access for customers. The Embarcadero BART/Muni Station is in the City and County of San Francisco, a regional hub for employment. Hence, the station serves a diverse population, including Communities of Concern, who travel to and from jobs and activities related to employment. The new elevator at this station will primarily serve BART's platform;



however, the elevator will also be able to stop at the Muni platform. The design vision includes a glass enclosed cab and hoistway to increase visual transparency. The scope of work also includes refurbishing Muni's elevator, which will exclusively provide access to Muni's platform once the project is complete. Since both elevators will be able to stop at both platforms, if one elevator is taken out of service, the other can be used to maintain accessible service for both operators. In addition, both the North and South end of station stairs will be rebuilt wider.

### **Project Origin**

Currently a single elevator connects the concourse level to the BART and Muni platforms at the Embarcadero Station. Adding an additional elevator will increase the capacity of vertical circulation, ensure redundancy and greatly enhance accessibility. The project is documented in the Embarcadero and Montgomery Capacity Implementation Plan and Modernization Study and is coordinated with the Better Market Street project.

### **Project Status and Delivery**

All bids, two, were rejected in January 2020. The two bids were 70% and 99% higher than the Engineer's Estimate. Upon rejection of all bids, the project proceeded with the re-design phase in March 2020. Currently the re-design is at approximately 65% with the 100% re-design completion date scheduled for mid-January 2021. The updated schedule is as follows:

Complete Design (100%): January 2021

Advertise Project: April 2021

Open Bids: May 2021

Award Contract: July 2021

Issue Notice to Proceed: September 2021

Complete Construction: August 2023

Complete Punch List Items for Grant Close-Out: Fall 2023/  
Spring 2024

Complete Extended Maintenance: August 2024

### **Total Costs:**

\$25-\$30 million. IPIC Funds: \$3 million (? Based on the information I have, BART has only been approved to allocate \$1M of the \$10 M available ((\$9M Impact Fees and \$1M Mello Ross CFD)). I'm unsure where this \$3M is coming

from; however, BART would like to request additional much needed funds for the project. Our current funding need is \$10M).

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

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

The Mayor's office and the Board of Supervisors, in their capacity as the County Transportation Authority, both endorsed the Pennsylvania alignment to extend the Downtown Extension (DTX) tunnel and the Pennsylvania Avenue alignment. This project will move the trains underground further south ( to around Cesar Chavez). By tunneling the trains further south, six new street connections can be made along the alignment while preserving the current crossings. The Planning Department is currently leading a study of future Caltrain station locations depending on the tunnel alignments, which are under development by the County Transportation Authority.

### **IPIC Funds:**

\$3.8 million in FY 18

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

The Program will be completed in 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 and its related components, including the Roof Top Park (Salesforce Park), the core and shell of the below-grade 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.

The Downtown Rail Extension, the build-out of the Transit Center's below-grade train station, a pedestrian tunnel to BART/Muni Metro, a new underground station at Fourth and Townsend Streets, and an intercity bus facility will follow in

Phase 2. Engineering for the Downtown Rail Extension is currently underway.

**Project Origin:**

In 1999, San Francisco voters voted to make it a 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 issued an Amended Record of Decision for the Transbay Program’s Supplemental Final Environmental Impact Statement/Environmental Impact Report on July 22, 2019. This document amends the 2005 Record of Decision for the Transbay Program and covers the required environmental analysis of refinements to the Downtown Rail Extension and other transportation improvements in the vicinity of the transit center. Engineering and design work is underway to bring the Downtown Rail Extension to the 30% PE level.

**Total Costs:**

Total estimated cost of Phase 2 is \$3.93 billion

**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.

# VISITACION VALLEY

## Background and Highlights

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

Between these three developments, a net increase of 4,800 units, 140,000 square feet of commercial/retail space, and 75,000 square feet of community space is expected; build out would occur over at least 15 years. Over the next six years, the Planning Department projects approximately \$12 million in fee revenue. The Planning Department, in collaboration with SFMTA, San Francisco Public Works, and Recreation and Parks, has continued to engage the Visitacion Valley community to identify and prioritize projects for impact fee spending.

Because impact fee revenue in Visitacion Valley is reliant on three large-scale development projects (Executive Park, Schlage Lock and Sunnydale HOPE SF), projected revenue has the potential of changing dramatically from year to year depending on the progress of those projects. In fact, two years ago staff was assuming that significant portions of Schlage Lock and Executive Park would be under construction within the year based on where they were in the development pipeline. Originally due to construction costs and then later exasperated by COVID-19, the development projects have been delayed and, as such, revenue is now expected to come in later than anticipated. Because revenue was not realized as anticipated, and projections have been pushed out in the next couple of years, IPIC is recommending that no new appropriations be provided in FY 22.

The City has however been successful in securing alternative funding sources for a number of priority projects identified by the Visitacion Valley Community and detailed below.

### VISITACION AVENUE MCLAREN PARK CONNECTOR

The project includes sidewalk improvements, bicycle safety improvements, traffic calming measures and a trail alignment. The Recreation and Parks Department is moving forward with community outreach and expects to have a design in Spring/Summer of 2021. A new trail alignment

on the east side of Visitacion Ave between Hahn Street and Visitacion Valley Middle School will connect a number of open spaces. Design is scheduled for this Winter, with construction expected to begin Spring 2021.

### HERZ PLAYGROUND RENOVATION

The Recreation and Parks Department is advancing the redesign of Hertz Playground. A final design was presented to the community in October 2020 and is slated for review and approval by the RPD Commission.

### BLANKEN UNDERPASS ART MURAL

The installation of art murals on Blanken Avenue in the Route 101 underpass was originally proposed for implementation utilizing impact fees, however, the District 10 Supervisor provided \$20,000 in add back funding for the project. While no impact fees are needed for this project, it is described here since it was conceived by Vis Valley residents during the impact fee prioritization process starting in 2015. Project funding was distributed in early 2019 through an San Francisco Arts Commission artist grant to 1brush, a San Francisco non-profit that connects communities and artists for the development of public art projects. The final design was approved by the San Francisco Arts Commission in August 2020, and because the mural will be installed on Caltrans property, Planning Department and San Francisco Public Works staff will work to secure the required Caltrans permit by Spring of 2021 for a Summer 2021 installation.

### Ongoing Planning

The Planning Department, SFMTA, San Francisco Public Works, and the Recreation and Parks Department are engaged with the Visitacion Valley community on an ongoing basis to identify priority projects and prioritize the use of impact fees. Since the Schlage Lock master approvals were certified by the Board of Supervisors on May 19, 2015, City staff have held numerous community meetings, the most recent of which was on November 2, 2020. The purpose of these community meetings is to enable community input into the IPIC process, to understand community priorities for the programming of projected impact fees, and to collect community feedback on project design and implementation. The City will hold at least one meeting per year until all impact fees are programmed and any associated projects are implemented. The proposed projects are in the following categories: park and playground improvements, bike and transit improvements, McLaren Park access improvements, and intersection and pedestrian safety improvements. The implementing agencies (i.e. San Francisco Public Works, SFMTA, or Rec and Park) will host a community design process to take each proposed project from conceptual design through detailed design during which additional community feedback will be solicited.

## **TRANSPORTATION / COMPLETE STREETS**

Of the \$5,217,000,000 that is expected to be available for transportation spending between FY21 and FY 26, \$926,000 is expected to come from the Schlage Lock development; these funds will be earmarked specifically for Bi-County priority projects. The Bi-County Study calls for a wide range of transportation improvements in both San Francisco and San Mateo counties that would serve development projects on both sides of the county-line. Bi-County projects originally included a new bus rapid transit line on Geneva Avenue and Harney Way; improvements to and possible relocation of the Bayshore CalTrain Station, connecting Harney Way with Geneva Avenue, and smaller-scale pedestrian and bicycle improvements.

For IPIC, revenue is proposed to be held in a flexible "Pedestrian, Bicycle, and Streetscape Enhancement Fund" in the near term. This will enable the funds to be made available within the same fiscal year. Because revenue did not come in as anticipated over the last three years (FY18, FY19, and FY20) , there is already \$3,549,000 appropriated without the cash-in-hand in this category. Until revenue catches up with previous appropriations, IPIC is recommending that no new appropriations be provided (Expenditure Plan Line Item 5).

## **OPEN SPACE AND RECREATION**

Similar to the Transportation/Streetscape category, much of the Recreation and Open Space funds outside of Schlage Lock have been left unprogrammed. Similar to the Complete Streets category, Recreation and Open Space funding is being kept flexible through FY21 to allow access to the funds once projects are identified. For FY 21. (Expenditure Plan Line Item 19).

# Visitacion Valley

- IPIC Expenditure Plan - FY22 - FY26

Final Version  
as Endorsed by IPIC

	THROUGH FY20	FY 21 (CUMULATIVE YEAR)	FY 22 (BUDGET YEAR)	FY 23	FY 24	FY 25	FY 26	FY22 - FY26	THROUGH FY26	FY27 - FY31	THROUGH FY31
VV Fee - Other than Schilage Set Aside											
GENERAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TRANSIT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
COMPLETE STREETS	\$ 506,000	\$ 1,146,000	\$ 983,000	\$ 50,000	\$ -	\$ 564,000	\$ 1,580,000	\$ 3,145,000	\$ 4,797,000	\$ 6,693,000	\$ 11,490,000
RECREATION AND OPEN SPACE	\$ 597,000	\$ 840,000	\$ 364,000	\$ 36,000	\$ -	\$ 413,000	\$ 1,135,000	\$ 1,948,000	\$ 3,385,000	\$ 4,048,000	\$ 7,433,000
COMMUNITY FACILITIES	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CHILDCARE	\$ 398,000	\$ 560,000	\$ 934,000	\$ 24,000	\$ -	\$ 276,000	\$ 757,000	\$ 1,991,000	\$ 2,845,000	\$ 4,361,000	\$ 7,310,000
LIBRARY	\$ 309,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 309,000	\$ -	\$ 309,000
ADMIN	\$ 76,000	\$ 134,000	\$ 223,000	\$ 6,000	\$ -	\$ 66,000	\$ 181,000	\$ 476,000	\$ 666,000	\$ 1,043,000	\$ 1,729,000
Total (for IPIC)	\$ 1,886,000	\$ 2,679,000	\$ 2,594,000	\$ 115,000	\$ -	\$ 1,319,000	\$ 3,672,000	\$ 7,560,000	\$ 12,125,000	\$ 16,145,000	\$ 28,270,000
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

### Transportation / Complete Streets

1	Revenue	\$	506,000	\$	1,146,000	\$	983,000	\$	500,000	\$	-	\$	564,000	\$	1,548,000	\$	3,145,000	\$	4,797,000	\$	18,183,000	\$	22,880,000
	Expenditure	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	0	\$	0
2	Leland Avenue (Phase II undergrounding)	DPW	Transferred	\$	7,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	7,000	\$	-	\$	7,000
	Appropriated not Transferred			\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
	Programmed			\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
3	Green Connections - Sunnydale (or other) from Schage Lock to Sunnydale	DPW	Transferred	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
	Appropriated not Transferred			\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
	Programmed			\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
4	Pedestrian, Bicycle and Streetscape Enhancement Fund (DPW)	DPW	Transferred	\$	206,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	206,000	\$	-	\$	206,000
	Appropriated not Transferred			\$	3,249,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	3,249,000	\$	-	\$	3,249,000
	Programmed			\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
5	Pedestrian, Bicycle and Streetscape Enhancement Fund (MTA)	MTA	Transferred	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
	Appropriated not Transferred			\$	300,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	300,000	\$	-	\$	300,000
	Programmed			\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
	Appropriated not Transferred			\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
	Programmed			\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
7	Expenditure Sub Total			\$	3,762,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	3,762,000	\$	-	\$	3,762,000

8	Category Balance Per Year	\$	(3,256,000)	\$	1,146,000	\$	983,000	\$	50,000	\$	-	\$	564,000	\$	1,548,000	\$	3,145,000	\$	1,035,000	\$	6,695,000	\$	7,728,000
9	Category Cumulative Balance	\$	(3,256,000)	\$	(2,110,000)	\$	(1,127,000)	\$	(1,077,000)	\$	(1,077,000)	\$	(513,000)	\$	1,035,000	\$	1,035,000	\$	1,035,000	\$	1,035,000	\$	7,728,000

### Recreation and Open Space

10	Revenue	\$	597,000	\$	840,000	\$	364,000	\$	36,000	\$	-	\$	413,000	\$	1,135,000	\$	4,048,000	\$	7,433,000	\$	0	\$	0
	Expenditure	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
11	Bayview Park / Executive Park Trail	RPD	Transferred	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
	Appropriated not Transferred			\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
	Programmed			\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
12	Rec and Open Space: Planning and Near-Term Improvements Enhancement F	RPD	Transferred	\$	310,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	310,000	\$	-	\$	310,000
	Appropriated not Transferred			\$	3,759,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	3,759,000	\$	-	\$	3,759,000
	Programmed			\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-

14	Expenditure Sub Total	\$	4,069,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	4,069,000	\$	-	\$	4,069,000
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15	Category Balance Per Year	\$	(3,472,000)	\$	840,000	\$	364,000	\$	36,000	\$	-	\$	413,000	\$	1,135,000	\$	1,948,000	\$	1,035,000	\$	(884,000)	\$	3,364,000
16	Category Cumulative Balance	\$	(3,472,000)	\$	(2,632,000)	\$	(2,268,000)	\$	(2,232,000)	\$	(2,232,000)	\$	(1,819,000)	\$	(684,000)	\$	(684,000)	\$	(684,000)	\$	(684,000)	\$	3,364,000

Expenditures, Appropriations FY19 and Prior - Planned FY26 and Forward		AGENCY										
		THROUGH FY20	FY 21 (CURRENT YEAR)	FY22 (BUDGET YEAR)	FY 23	FY 24	FY25	FY 26	FY22 - FY26	THROUGH FY26	FY27 - FY31	THROUGH FY31

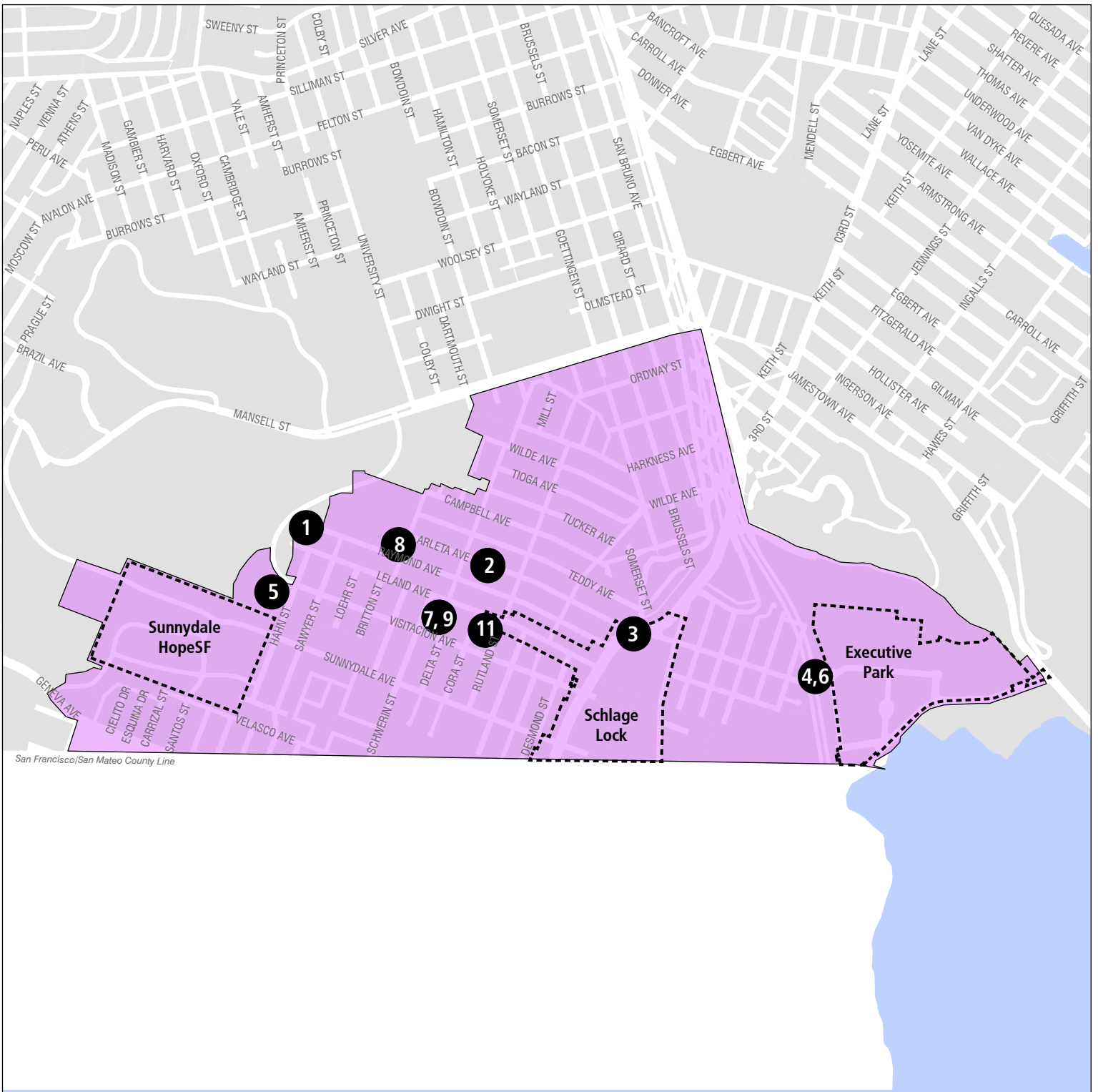
### Child Care

17	Revenue	\$ 393,000	\$ 560,000	\$ 604,000	\$ 24,000	\$ -	\$ 276,000	\$ 757,000		\$ 4,361,000	\$ 7,510,000	
<b>Expenditure</b>												
18	Child Care to H.S.A.											
	Transferred	\$ -										
	Appropriated not Transferred	\$ 2,269,000	\$ 265,000							\$ 2,534,000	\$ 2,534,000	
	Programmed	\$ -										
19	Expenditure Sub Total	\$ 2,269,000	\$ 265,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,534,000	\$ 2,534,000	
20	Category Balance Per Year	\$ (1,871,000)	\$ 275,000	\$ 834,000	\$ 24,000	\$ -	\$ 276,000	\$ 757,000	\$ 1,991,000	\$ 395,000	\$ 4,361,000	
	Category Cumulative Balance	\$ (1,871,000)	\$ (1,596,000)	\$ (662,000)	\$ (638,000)	\$ (638,000)	\$ (362,000)	\$ 395,000	\$ 395,000	\$ 4,756,000	\$ 4,756,000	

### Admin

27	Revenue	\$ 76,000	\$ 134,000	\$ 223,000	\$ 6,000	\$ -	\$ 66,000	\$ 181,000	\$ 476,000	\$ 686,000	\$ 1,043,000	
<b>Expenditure</b>												
28	Admin											
	DCP											
	Transferred	\$ 114,000								\$ 114,000	\$ 114,000	
	Appropriated not Transferred	\$ 272,000	\$ 200,000							\$ 472,000	\$ 472,000	
	Programmed	\$ -								\$ 200,000	\$ 200,000	
29	Admin Transfer to Programs											
30	Expenditure Sub Total	\$ 386,000	\$ 200,000	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ 786,000	\$ 786,000	
31	Category Balance Per Year	\$ (310,000)	\$ (66,000)	\$ 23,000	\$ 6,000	\$ -	\$ 66,000	\$ 181,000	\$ 276,000	\$ (100,000)	\$ 1,043,000	
	Category Cumulative Balance Per Year	\$ (310,000)	\$ (376,000)	\$ (353,000)	\$ (347,000)	\$ (347,000)	\$ (281,000)	\$ (100,000)	\$ (100,000)	\$ 943,000	\$ 943,000	

RUNNING TOTALS		THROUGH FY20	FY 21 (CURRENT YEAR)	FY22 (BUDGET YEAR)	FY 23	FY 24	FY25	FY 26	FY22 - FY26	THROUGH FY26	FY27 - FY31	THROUGH FY31
33	Revenue Totals	\$ 1,483,000	\$ 2,529,000	\$ 2,804,000	\$ 115,000	\$ -	\$ 1,319,000	\$ 3,622,000	\$ 7,490,000	\$ 12,126,000	\$ 16,145,000	\$ 28,270,000
34	Total Expenditures	\$ 11,814,000	\$ 495,000	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ 12,489,000	\$ -	\$ 12,489,000
35	Annual Surplus (Deficit)	\$ (9,331,000)	\$ 2,194,000	\$ 2,304,000	\$ 115,000	\$ -	\$ 1,319,000	\$ 3,622,000	\$ 7,390,000	\$ (374,000)	\$ 16,145,000	\$ 15,771,000
36	Cumulative Surplus (Deficit)	\$ (9,331,000)	\$ (7,137,000)	\$ (4,833,000)	\$ (4,718,000)	\$ (4,718,000)	\$ (3,399,000)	\$ (374,000)	\$ (374,000)	\$ 15,771,000	\$ 15,771,000	



## 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 Valley Branch Library
3. New park at Schlage Lock rendering
4. Herz Playground
5. Blanken Underpass Art Mural

Photo credits: (1-6) SF Planning

# APPENDIX 1

To: Matthew Snyder, San Francisco Planning Department  
From: Eastern Neighborhoods Community Advisory Committee (“EN CAC”)  
Cc: Supervisor Rafael Mandelman; Supervisor Hilary Ronen; Supervisor Shamann Walton  
Date: October 14, 2020  
Re: Eastern Neighborhoods–Interagency Plan Implementation Committee ( “IPIC” )  
Expenditure Plan FY22–FY26 (“Expenditure Plan”), Prioritization Recommendations

The EN CAC endorses the Expenditure Plan and prioritization recommendations subject to the following comments and requests:

1. We acknowledge that, based on the September 2020 ENCAC Revenue Projection FY22–FY26, \$5.4 Million in expenditures remain to be de-prioritized.
2. The Loop/Potrero Gateway Park: We support the priority funding as recommended, and request a report and presentation of the project’s progress at EN CAC within 6 months.
3. Mission Recreation Center: We strongly encourage the San Francisco Recreation and Park Department to communicate with stakeholders regarding the de-prioritization of funds via EN CAC and future funding plans.
4. Community Challenge Grants: We request that these grants remain a priority for funding.
5. Transit Enhancement Fund: We support the priority funding as recommended.
6. Jackson Park: We support the priority funding as recommended.

Sincerely,

The Eastern Neighborhoods Community Advisory Committee