

INTERAGENCY PLAN IMPLEMENTATION COMMITTEE

ANNUAL REPORT JANUARY 2022



TABLE OF CONTENTS

Introduction.....	3
The IPIC Budget Cycle Process	6
Area Plan Reports.....	7
Balboa Park.....	8
Background and Highlights.....	8
Expenditure Plan.....	10
Maps.....	12
Eastern Neighborhoods	14
Background and Highlights.....	14
Expenditure Plan.....	15
Maps.....	21
Project Descriptions	22
Market and Octavia	28
Background and Highlights.....	28
Expenditure Plan.....	29
Maps.....	36
Project Descriptions	37
Rincon Hill.....	45
Background and Highlights.....	45
Expenditure Plan.....	46
Maps.....	47
Project Descriptions	48

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TABLE OF CONTENTS (CONTINUED)

SoMa	51
Background and Highlights.....	51
Expenditure Plan.....	53
Maps.....	58
Project Descriptions	59
Transit Center	63
Background and Highlights.....	63
Expenditure Plan.....	64
Maps.....	68
Project Descriptions	69
Visitacion Valley	74
Background and Highlights.....	74
Expenditure Plan.....	76
Maps.....	79
Appendix	80
EN CAC Memo.....	80

INTRODUCTION

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

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

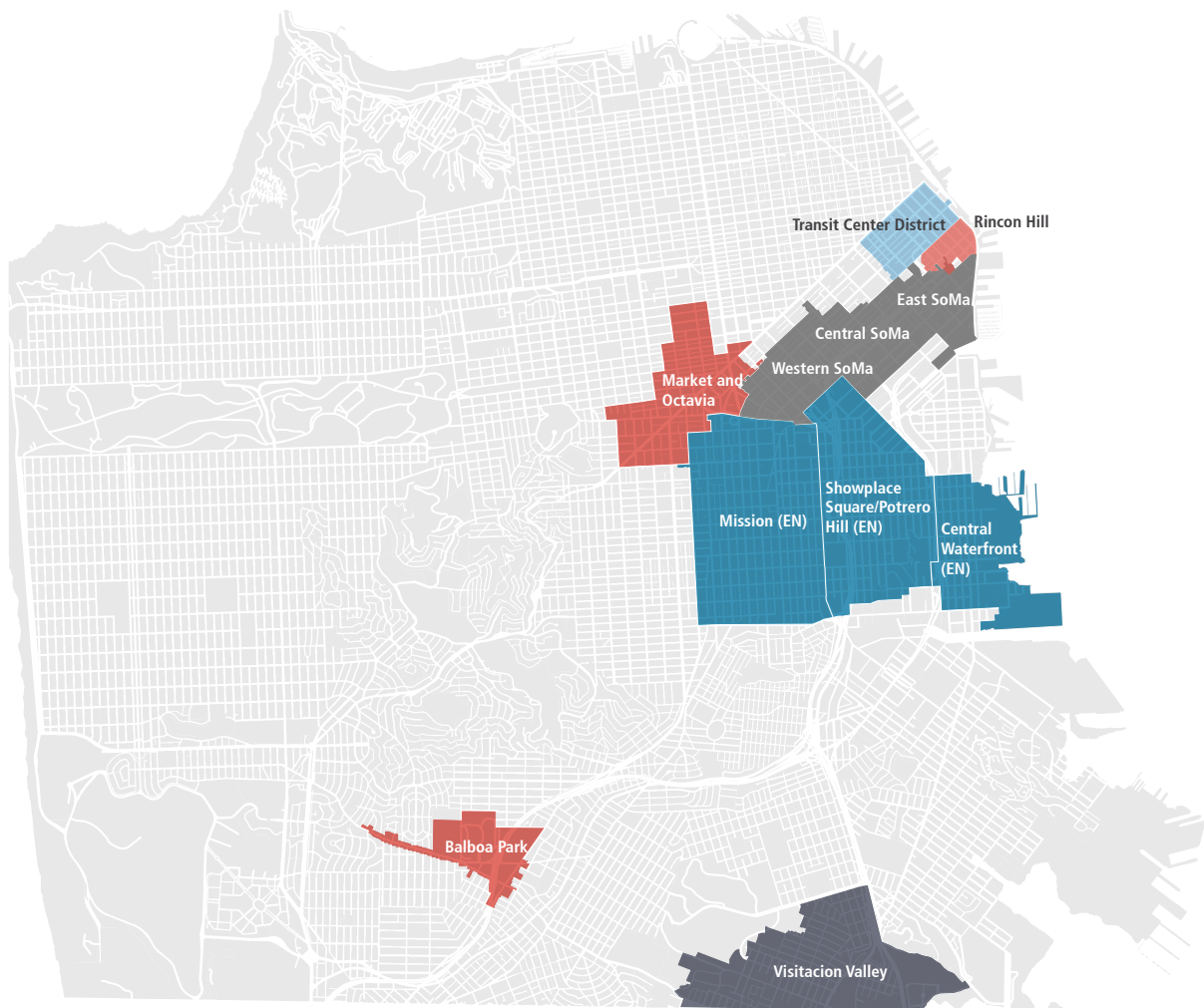
Since the creation of IPIC, the City has collected \$267 million dollars of infrastructure-related impact fees and expects to collect \$510,000,000 over the next ten years, of which \$310,000,000 is anticipated in the next five.

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

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.

EQUITY CONSIDERATIONS

Advancing racial and social equity is an integral part of capital planning in San Francisco, both generally and how it applies to IPIC. Infrastructure projects implemented through IPIC are generally identified through area plans and their implementation documents. Most of the adopted area plans fall within Communities of Concern (CoC), areas with high concentrations of households with minority or low-income status, seniors, people who have limited English proficiency, and other factors.

Per Ordinance No 199-19, all city departments are required to complete a Racial Equity Action Plan. Phase 1 was completed December 2020 and is focused on internal programs and policies. Many city departments are now working on Phase 2 which is focused on external programs and policies. Phase 2 will also address ways to advance racial and social equity in the decision making around capital planning. Some specific examples for how implementing agencies are advancing equity in the programming of impact fee revenue and the delivery of capital projects include the following: SFMTA has an Equity Strategy that addresses and monitors transit needs of equity communities in conjunction with their biennial budget process. Analysis conducted through this strategy informs SFMTA's ongoing capital planning. San Francisco Public Works, similarly, prioritizes underserved areas for in much of their right-of-way planning, such as tree planting and curb ramp improvements. The Recreation and Parks Department has developed and continually refines equity geographies, which are fully integrated into their process of identifying and prioritizing capital projects (72% of capital projects identified for the last bond are within an equity geographies).

Infrastructure projects are identified as part of the Area Plan community planning process. Implementing agencies then

analyze such projects through their own capital planning process. The initial analysis to identify projects and the prioritization of projects for implementation have strong equity components. Furthermore, the Office of Resilience and Capital Planning (ORCP) has implemented a racial equity budget tool as a part of the annual capital budget process. Through a survey and one-on-one meetings with department staff, the budget tool helps ORCP to prioritize requests for funding and better understand how ORCP can best support departments' racial equity work. By the time infrastructure projects are on IPIC's roster of projects to fund for construction, most projects will have been evaluated with an equity lens. When looking at the geographic distribution of IPIC funded infrastructure projects, roughly 70% fall within Communities of Concern or within 250-feet of their boundaries.

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 plan and updated impact fee projections. The IPIC then updates the status of ongoing projects, revenue projections, and anticipated future projects. Over the fall, the IPIC and the CACs (and other means of community input) develop an area-specific expenditure plan for each plan area through an iterative process. The community provides recommendations regarding community priorities. The IPIC provides input on project readiness and the next steps to move community priorities forward. The expenditure plans are fiscally constrained by projected revenue for each area.

TRENDS, OPPORTUNITIES AND CHALLENGES

Slowing Of Revenue

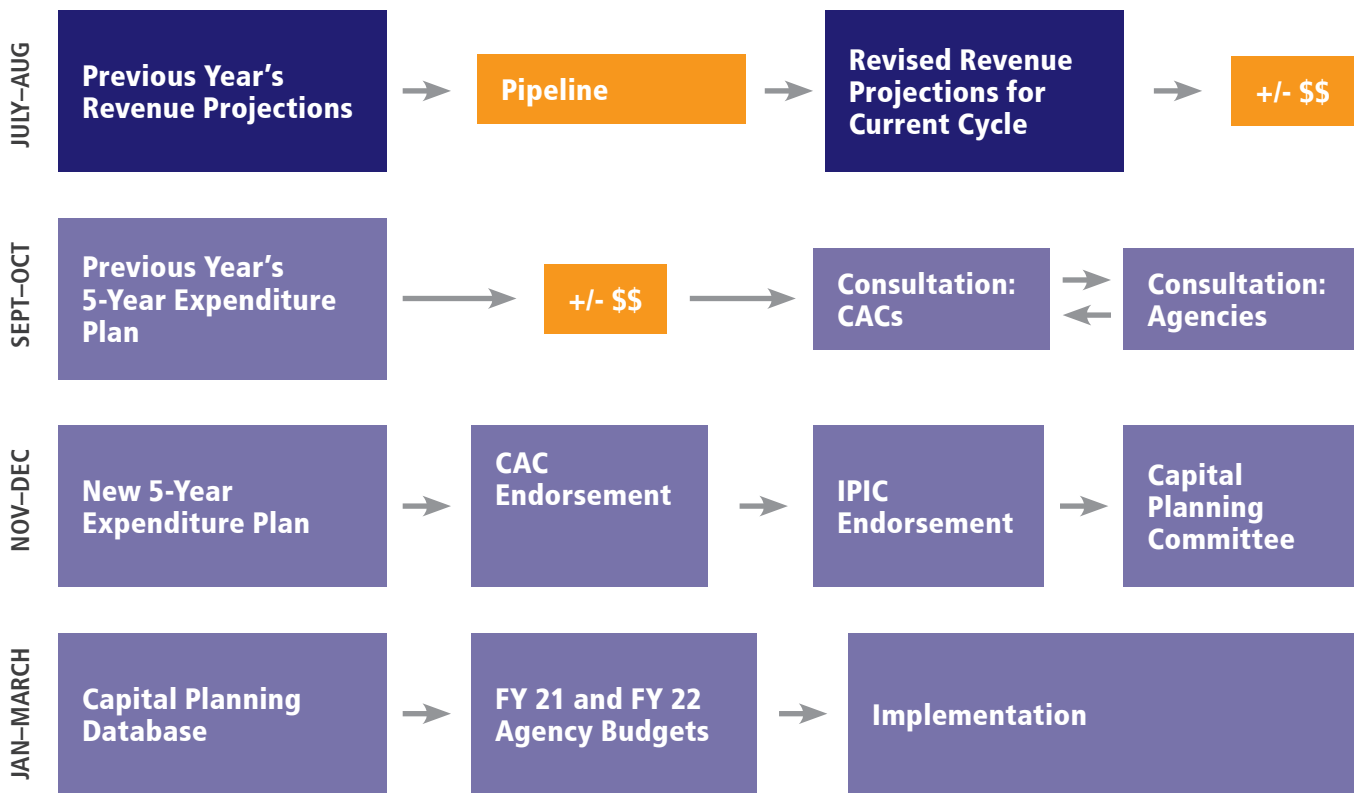
For a third year in a row, revenue came in more slowly than anticipated; this trend was noticed first two years ago and has been exasperated this year by COVID-19. As a result, many infrastructure projects for which funds were appropriated in FY21 and before have not received the funds as originally planned; most of the Expenditure Plans now show "appropriation deficits" for FY21, the most recently completed fiscal year

In most 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 anticipated and the need for revenue to catch up to previous commitments, except in a few circumstances, IPIC has decided not to fund any new projects in the next two fiscal years, and proposes pushing out previously programmed projects to FY25 and later.

Level-of-Service and Nexus Reports

The Planning Department and the Office of Resiliency have finalized the update to the Level-of-Service Report and the Nexus Analysis, which together, 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. Legislation to tie the current fee rates to the new analysis will be part of the Department’s fee update legislation in Spring 2022.

IPIC BUDGET CYCLE 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

- MISSION
- CENTRAL WATERFRONT
- SHOWPLACE SQUARE/ POTRERO

3. MARKET AND OCTAVIA

4. RINCON HILL

5. SOUTH OF MARKET (SOMA)

6. TRANSIT CENTER

7. VISITATION VALLEY

BALBOA PARK

Background and Highlights

The Balboa Park Station Area Plan was adopted in the spring of 2009. The plan calls for a number of major transportation and public realm infrastructure improvements and 1,780 new housing units. With few of those units built or proposed, the Planning Department projects approximately \$359,000 in impact fee revenue in the Plan Area through Fiscal Year 2027.

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 Upper Yard project construction began in June 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. The construction of the first phase is expected to start in 2022/23.

UPPER YARD

The MOHCD is working with SFMTA and BART to develop affordable housing on the Upper Yard of Balboa Park Station. Construction on 131 new affordable homes at the Balboa Park Upper Yard began in June 2021. The completed design will feature not only new affordable housing, but also associated community benefits such as a licensed early childhood education center with an outdoor activity area, a family resource center, and two additional commercial spaces with operators to be determined. The BART drop off area and southern plaza will also be redesigned as part of the project, which formally kicked off in 2016 when a developer team was selected. Construction is expected to conclude in 2023.

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 its environmental impact report was certified and adopted by the Board of Trustees on June 24, 2021.

OCEAN AND GENEVA CORRIDOR DESIGN PLAN

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

FRIDA KAHLO WAY / OCEAN AVE / GENEVA AVE INTERSECTION PROJECT

This project resulted in a planning document in early 2021 (available on its project website – sfmta.com/oceanavesafety) for improving safety, accessibility, and comfort for people traveling through the Frida Kahlo Way / Ocean Ave / Geneva Ave intersection. This document will serve as a jump-off point for future efforts, including a quick-build project to improve traffic safety and transit reliability at and near the intersection in 2022.

GENEVA AVENUE/SAN JOSE AVENUE INTERSECTION STUDY

A planning study was completed in 2020 which included recommendations for relocated M Line stops on San Jose Avenue at Niagara Avenue with large transit bulb-outs. The study also informed the streetscape design for the adjacent Upper Yard housing development which broke ground in 2021. The SFMTA is partnering with SFPW on conceptual engineering for the relocated M Line stops and will seek funding for detailed design and implementation.

I-280 SOUTHBOUND OFF-RAMP

The San Francisco County Transportation Authority (SFCTA) is planning to realign the I-280 Southbound Off-Ramp at Ocean Ave to improve safety along Ocean Ave at the intersection. The SFCTA completed the environmental phase and Caltrans approved the project study report-project report (PSR-PR) in early 2021. The project team recently secured funding for the design phase. SFCTA will release an RFP for design. The design phase is anticipated to start in 2022 and construction phase in 2024.

Revenue - Actuals FY18 and Prior -- Projected FY19 and Forward		FY 22 (CURRENT YEAR)	FY 23 (BUDGET YEAR)	FY 24	FY 25	FY 26	FY 27	FY 23 - FY27 THROUGH FY27	FY 28 - FY32 THROUGH FY32
	THROUGH FY21								
3	GENERAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4	TRANSPORTATION / TRANSIT	\$ 1,670,000	\$ 7,000	\$ 13,000	\$ 13,000	\$ 13,000	\$ 13,000	\$ 46,000	\$ 1,716,000
5	COMPLETE STREETS	\$ 263,000	\$ -	\$ 20,000	\$ 39,000	\$ 39,000	\$ 39,000	\$ 137,000	\$ 400,000
6	RECREATION AND OPEN SPACE	\$ 202,000	\$ -	\$ 15,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 105,000	\$ 307,000
9	CHILDCARE	\$ 117,000	\$ -	\$ 8,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 53,000	\$ 170,000
11	ADMIN	\$ 30,000	\$ -	\$ 3,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 18,000	\$ 48,000
12	Total	\$ 2,282,000	\$ 53,000	\$ 102,000	\$ 102,000	\$ 102,000	\$ 102,000	\$ 359,000	\$ 2,641,000
13	Total In-Kind Value	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,579,000
14	Total Cash Value	\$ 2,282,000	\$ 53,000	\$ 102,000	\$ 102,000	\$ 102,000	\$ 102,000	\$ 359,000	\$ 1,062,000

Revenue - Actuals FY18 and Prior -- Projected FY19 and Forward		FY 22 (CURRENT YEAR)	FY 23 (BUDGET YEAR)	FY 24	FY 25	FY 26	FY 27	FY 23 - FY27 THROUGH FY27	FY 28 - FY32 THROUGH FY32
	THROUGH FY21								
1	Revenue	\$ 1,670,000	\$ 7,000	\$ -	\$ 13,000	\$ 13,000	\$ 13,000	\$ 46,000	\$ 1,716,000

Transportation / Transit

2	Expenditure	\$ 1,667,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,667,000	\$ -
3	Transit: Planning and Near-Term Improvements Enhancement Fund	\$ 88,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 88,000	\$ -
	MTA								
	Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4	Plaza (In-Kind)	\$ 1,579,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,579,000	\$ -
	Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

5	Category Balance Per Year	\$ 3,000	\$ 7,000	\$ 13,000	\$ 13,000	\$ 13,000	\$ 13,000	\$ 46,000	\$ 21,000
6	Category Cumulative Balance Per Year	\$ 3,000	\$ 10,000	\$ 23,000	\$ 36,000	\$ 49,000	\$ 49,000	\$ 49,000	\$ 70,000

Complete Streets

7	Revenue	\$ 263,000	\$ 20,000	\$ -	\$ 39,000	\$ 39,000	\$ 39,000	\$ 137,000	\$ 400,000
8	Expenditure	\$ 294,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 294,000
9	Pedestrian, Bicycle and Streetscape Enhancement Fund	\$ 260,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 260,000
	DPW								
	Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Appropriated not Transferred	\$ 34,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 34,000
	Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
10	Category Balance Per Year	\$ (31,000)	\$ 20,000	\$ -	\$ 39,000	\$ 39,000	\$ 39,000	\$ 137,000	\$ 62,000
11	Category Cumulative Balance Per Year	\$ (31,000)	\$ (11,000)	\$ (11,000)	\$ 28,000	\$ 67,000	\$ 106,000	\$ 106,000	\$ 168,000

Balboa Park - IPIC Expenditure Plan - FY 23 - 27

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

Recreation and Open Space

	FY 22 (CURRENT YEAR)	FY 23 (BUDGET YEAR)	FY 24	FY 25	FY 26	FY 27	FY23 - FY27 THROUGH FY27	FY28 - FY32 THROUGH FY32		
12 Revenue	\$ 202,000	\$ 15,000	\$ -	\$ 30,000	\$ 30,000	\$ 30,000	\$ 105,000	\$ 307,000	\$ 47,000	\$ 354,000
13 Expenditure	\$ 237,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 237,000	\$ -	\$ 237,000
14 Recreation and Open Space: Planning and Near-Term Improvements Fund	\$ 237,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 237,000	\$ -	\$ 237,000
RPP	\$ 237,768	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 237,768	\$ -	\$ 237,768
Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Appropriated not Transferred	\$ 3,232	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,232	\$ -	\$ 3,232
Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
15 Category Balance Per Year	\$ (35,000)	\$ 15,000	\$ -	\$ 30,000	\$ 30,000	\$ 30,000	\$ 105,000	\$ 70,000	\$ 47,000	\$ 117,000
16 Category Cumulative Balance Per Year	\$ (35,000)	\$ (20,000)	\$ (20,000)	\$ 10,000	\$ 40,000	\$ 70,000	\$ 70,000	\$ 70,000	\$ 117,000	\$ 117,000

Child Care

17 Revenue	\$ 117,000	\$ 8,000	\$ -	\$ 15,000	\$ 15,000	\$ 15,000	\$ 53,000	\$ 170,000	\$ 24,000	\$ 194,000
18 Expenditure	\$ 116,000	\$ 16,000	\$ -	\$ -	\$ 16,000	\$ -	\$ 16,000	\$ 148,000	\$ -	\$ 148,000
19 OECE Child Care MOFA Program	\$ 88,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 88,000	\$ -	\$ 88,000
Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Appropriated not Transferred	\$ 27,000	\$ 16,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 43,000	\$ -	\$ 43,000
Programmed	\$ -	\$ -	\$ -	\$ 16,000	\$ -	\$ -	\$ 16,000	\$ 16,000	\$ -	\$ 16,000

Program Administration

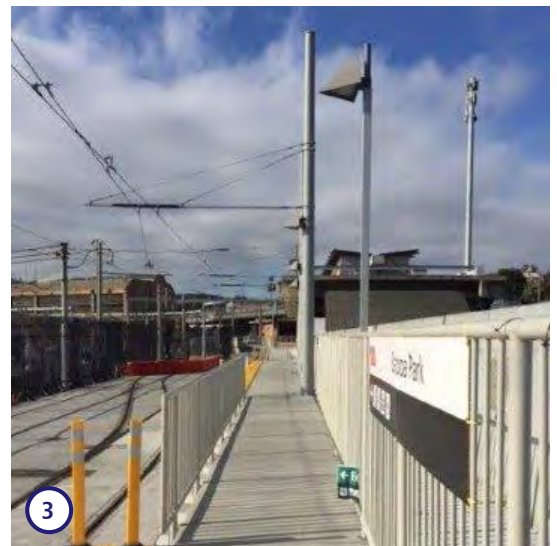
20 Category Balance Per Year	\$ 1,000	\$ (16,000)	\$ 8,000	\$ (1,000)	\$ 15,000	\$ 15,000	\$ 37,000	\$ 22,000	\$ 24,000	\$ 46,000
21 Category Cumulative Balance Per Year	\$ 1,000	\$ (15,000)	\$ (7,000)	\$ (8,000)	\$ 7,000	\$ 22,000	\$ 22,000	\$ 22,000	\$ 46,000	\$ 46,000
22 Revenue	\$ 30,000	\$ -	\$ 3,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 18,000	\$ 48,000	\$ 8,000	\$ 56,000
23 Expenditure	\$ 10,045	\$ -	\$ -	\$ 5,000	\$ 5,000	\$ 6,000	\$ 16,000	\$ 26,045	\$ -	\$ 26,045
24 Admin	\$ 10,045	\$ -	\$ -	\$ 5,000	\$ 5,000	\$ 6,000	\$ 16,000	\$ 26,045	\$ -	\$ 26,045
25 Admin Transfer to Programs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,045	\$ 10,045
Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
26 Category Balance Per Year	\$ 19,955	\$ 3,000	\$ 3,000	\$ -	\$ 5,000	\$ 6,000	\$ 6,000	\$ 16,000	\$ 8,000	\$ 16,000
27 Category Cumulative Balance Per Year	\$ 19,955	\$ 19,955	\$ 22,955	\$ 22,955	\$ 22,955	\$ 21,955	\$ 21,955	\$ 21,955	\$ 29,955	\$ 29,955

	FY 22 (CURRENT YEAR)	FY 23 (BUDGET YEAR)	FY 24	FY 25	FY 26	FY 27	FY23 - FY27 THROUGH FY27	FY28 - FY32 THROUGH FY32
28 Revenue Total	\$ 2,282,000	\$ -	\$ 53,000	\$ 102,000	\$ 102,000	\$ 102,000	\$ 359,000	\$ 2,641,000
29 Total Expenditures	\$ 2,394,045	\$ 16,000	\$ -	\$ 24,000	\$ 5,000	\$ 6,000	\$ 32,000	\$ 2,372,045
30 Annual Surplus (Deficit)	\$ (112,045)	\$ (16,000)	\$ 53,000	\$ 78,000	\$ 97,000	\$ 96,000	\$ 327,000	\$ 268,955
31 Cumulative Surplus (Deficit)	\$ (112,045)	\$ (128,045)	\$ (75,045)	\$ 3,955	\$ 102,955	\$ 198,955	\$ 268,955	\$ 430,955



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 BART Station
3. Balboa Park Eastside Connection Project

Photo credits: (1) Reservoir Community Partners; (2-3); BART

EASTERN NEIGHBORHOODS

Background and Highlights

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

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

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

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

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

In the next five years (FY23 through FY27), the City expects to collect about \$22,000,000 in impact fees, which is a much lower amount than previously projected.

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 identifies strategies to coordinate these efforts, including

potential opportunities to support neighborhood goals for increasing housing, PDR jobs and public space access. This study will provide a 10-year update to the Showplace Square Open Space Plan and identify additional public space opportunities in Western SoMa.

While parts of the study were paused due to COVID-19, in Spring 2021 the project was presented to the EN Citizen Advisory Committee.

CITIZEN ADVISORY COMMITTEE (CAC)

The CAC, originally comprised of 19 members, is now comprised of eleven members (7 appointed by the Board of Supervisors and 4 appointed by the Mayor). While the CAC started meeting on a monthly basis in October 2009, it has met quarterly since January 2021. During calendar year 2021, Keith Goldstein, the committee chair stepped down and was replaced by Irma Lewis, who was voted in unanimously in July 2021.

The CAC focus on implementation of the Eastern Neighborhoods Implementation Program and priority projects. This is the second calendar year, in which the CAC met as an eleven-member body without having jurisdiction over South of Market. Following this change, the committee regularly requested and received staff updates on the jurisdictional split and funding allocation criteria in the now separated areas (Eastern Neighborhoods and SoMa).

Planning staff presented the proposed Eastern Neighborhoods Expenditure Plan (EP) at the CAC's November meeting. No official action was taken at the meeting regarding the Expenditure Plan; some members wanted another session to be able to further review the EP. As noted above, members asked for more analysis regarding how revenue and expenditures have been split between Eastern Neighborhoods and SoMa.

Jackson Playground (or Jackson Park) has been programmed for \$8,000,000 through FY 28 for a complete rehabilitation of the park. Like all projects, much of previous programmed funding is now proposed to be pushed out beyond FY25 given the appropriation deficit that the Area Plan is now facing. The EN CAC has continually indicated that this is a high priority for them, and asked that funding timing be reconsidered in upcoming years.

The EN CCG program, which was not funded in FY21, was funded in FY22 through FY27 after hearing that this program is highly valued by the CAC and the EN community.

Eastern Neighborhoods (Mission, SP/Patterson, Central Waterfront/Dogpatch) - IPIIC Expenditure Plan FY23 - FY27

Non-Soma		FY 22 (CURRENT YEAR)		FY 23 (BUDGET YEAR)		FY 24		FY 25		FY 26		FY 27		FY 23 - FY27		THROUGH FY 27		FY 28-FY32		THROUGH FY32		
EN - Non-Soma																						
HOUSING (Mission)																						
	\$	2,298,000	\$	468,000	\$	136,000	\$	264,000	\$	-	\$	-	\$	566,000	\$	966,000	\$	3,732,000	\$	-	\$	3,732,000
	\$	13,961,000	\$	542,000	\$	465,000	\$	818,000	\$	1,471,000	\$	282,000	\$	333,000	\$	3,370,000	\$	17,873,000	\$	1,763,000	\$	19,636,000
TRANSPORTATION / TRAMISIT																						
	\$	14,844,000	\$	1,194,000	\$	870,000	\$	921,000	\$	2,998,000	\$	875,000	\$	900,000	\$	6,564,000	\$	22,598,000	\$	5,458,000	\$	28,056,000
COMPLETE STREETS																						
	\$	24,996,000	\$	1,729,000	\$	1,235,000	\$	878,000	\$	4,041,000	\$	1,341,000	\$	1,416,000	\$	8,911,000	\$	35,636,000	\$	8,362,000	\$	43,998,000
RECREATION AND OPEN SPACE																						
	\$	3,477,000	\$	232,000	\$	168,000	\$	130,000	\$	566,000	\$	182,000	\$	182,000	\$	1,228,000	\$	4,937,000	\$	1,146,000	\$	6,077,000
CHILD CARE																						
	\$	2,947,000	\$	219,000	\$	150,000	\$	158,000	\$	478,000	\$	141,000	\$	178,000	\$	1,105,000	\$	4,271,000	\$	876,000	\$	5,147,000
ADMIN																						
	\$	62,687,000	\$	4,384,000	\$	3,025,000	\$	3,169,000	\$	9,554,000	\$	2,891,000	\$	3,575,000	\$	22,144,000	\$	89,215,000	\$	17,599,000	\$	106,814,000
Total																						

Non-Soma		FY 22 (CURRENT YEAR)		FY 23 (BUDGET YEAR)		FY 24		FY 25		FY 26		FY 27		FY 23 - FY27		THROUGH FY 27		FY 28-FY32		THROUGH FY32		
Housing																						
Revenue																						
	\$	2,298,000	\$	468,000	\$	136,000	\$	264,000	\$	-	\$	-	\$	566,000	\$	966,000	\$	3,732,000	\$	-	\$	3,732,000
Revenue (with Deferral)																						
	\$	2,298,000	\$	468,000	\$	136,000	\$	264,000	\$	-	\$	-	\$	566,000	\$	966,000	\$	3,732,000	\$	-	\$	3,732,000
Expenditure																						
Mission																						
	\$	1,589,000	\$	1,589,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	1,589,000	\$	-	\$	1,589,000
	\$	533,000	\$	533,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	533,000	\$	-	\$	533,000
Appropriated not Transferred																						
	\$	-	\$	468,000	\$	136,000	\$	264,000	\$	-	\$	-	\$	-	\$	400,000	\$	868,000	\$	-	\$	868,000
Programmed																						
	\$	2,122,000	\$	468,000	\$	136,000	\$	264,000	\$	-	\$	-	\$	-	\$	400,000	\$	2,990,000	\$	-	\$	2,990,000
Total																						
	\$	2,122,000	\$	468,000	\$	136,000	\$	264,000	\$	-	\$	-	\$	-	\$	400,000	\$	2,990,000	\$	-	\$	2,990,000
Expenditure - Non-Soma																						
	\$	2,122,000	\$	468,000	\$	136,000	\$	264,000	\$	-	\$	-	\$	-	\$	400,000	\$	2,990,000	\$	-	\$	2,990,000
Category Balance Per Year - Non-Soma																						
	\$	176,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	566,000	\$	566,000	\$	742,000	\$	742,000	\$	742,000
Category Cumulative Balance Per Year - Non-Soma																						
	\$	176,000	\$	176,000	\$	176,000	\$	176,000	\$	176,000	\$	176,000	\$	742,000	\$	742,000	\$	742,000	\$	742,000	\$	742,000

Eastern Neighborhoods (Mission, SP/Portero, Central Waterfront/Donghai) - IPIIC Expenditure Plan FY23 - FY27

Non-Soma		FY 23 (BUDGET YEAR)		FY 24	FY 25	FY 26	FY 27	FY23 - FY27	THROUGH FY 27	FY28-FY32	THROUGH FY32
THROUGH FY 21		FY 22, CURRENT YEAR	FY 23	FY 24	FY 25	FY 26	FY 27	FY23 - FY27	THROUGH FY 27	FY28-FY32	THROUGH FY32
Transportation / Transit											
Revenue Non-Soma		\$ 13,961,000	\$ 542,000	\$ 466,000	\$ 818,000	\$ 1,471,000	\$ 282,000	\$ 333,000	\$ 3,370,000	\$ 17,873,000	\$ 17,763,000
Expenditure											
9	MTA 16th Street / 22-Fillmore Improvements	Transferred \$ 20,365,829		\$						\$ 20,365,829	\$
		Appropriated not Transferred \$ 1,038,171								\$ 1,038,171	\$
		Programmed \$ -								\$ -	\$
		Total \$ 21,404,000		\$ -						\$ 21,404,000	\$ 21,404,000
12	DPW 22nd Street Green Connections	Transferred \$ 150,000								\$ 150,000	\$
		Appropriated not Transferred \$ -								\$ -	\$
		Programmed \$ -								\$ -	\$
		Total \$ 150,000		\$ -						\$ 150,000	\$ 150,000
13	DPW Potrero Avenue Streetscape	Transferred \$ 1,418,000								\$ 1,418,000	\$
		Appropriated not Transferred \$ -								\$ -	\$
		Programmed \$ -								\$ -	\$
		Total \$ 1,418,000		\$ -						\$ 1,418,000	\$ 1,418,000
14	DPW Pedestrian, Bicycle, and Streetscape Enhancement Fund	Transferred \$ 290,000								\$ 290,000	\$
		Appropriated not Transferred \$ -								\$ -	\$
		Programmed \$ -								\$ -	\$
		Total \$ 290,000		\$ -						\$ 290,000	\$ 290,000
15	MTA Transit Enhancement Fund - Non-Soma	Transferred \$ 170,000								\$ 170,000	\$
		Appropriated not Transferred \$ -								\$ -	\$
		Programmed \$ -								\$ -	\$
		Total \$ 170,000		\$ -						\$ 170,000	\$ 170,000
Expenditure - Non-Soma		\$ 23,432,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,432,000	\$ 23,432,000	\$ 23,432,000
Category Balance Per Year - Non-Soma		\$ (9,471,000)	\$ 542,000	\$ 466,000	\$ 818,000	\$ 1,471,000	\$ 282,000	\$ 333,000	\$ 3,370,000	\$ (5,559,000)	\$ 1,513,000
Category Commulative Balance Per Year - Non-Soma		\$ (9,471,000)	\$ (8,929,000)	\$ (8,463,000)	\$ (7,645,000)	\$ (6,174,000)	\$ (5,892,000)	\$ (5,559,000)	\$ (5,559,000)	\$ (5,559,000)	\$ (4,046,000)

Eastern Neighborhoods

(Mission, SP/Potrero, Central Waterfront/Dogpatch) - IPIC Expenditure Plan FY23 - FY27

Final Version Endorsed by IPIC

		THROUGH FY 21	FY 22 (CURRENT YEAR)	FY 23 (BUDGET YEAR)	FY 24	FY 25	FY 26	FY 27	FY23 - FY27	THROUGH FY 27	FY28-FY32	THROUGH FY32
		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Complete Streets												
Revenue Non-Soma		\$ 14,840,000	\$ 1,194,000	\$ 870,000	\$ 921,000	\$ 2,998,000	\$ 875,000	\$ 900,000	\$ 6,564,000	\$ 22,598,000	\$ 5,458,000	\$ 28,056,000
Expenditure												
22	DPW											
	22nd Street Green Connections	Transferred	\$ 3,000,000							\$ 3,000,000		\$ 3,000,000
		Appropriated not Transferred										
		Programmed										
		Total	\$ 3,000,000							\$ 3,000,000		\$ 3,000,000
25	DPW											
	22nd Street Green Connections	Transferred										
		Appropriated not Transferred										
		Programmed										
		Total										
	Bartlett Street / Mission Mercado	Transferred										
		Appropriated not Transferred										
		Programmed										
		Total										
26	DPW											
	Central Waterfront Short Term Pedestrian Improvements	Transferred	\$ 185,000							\$ 185,000		\$ 185,000
		Appropriated not Transferred										
		Programmed										
		Total	\$ 185,000							\$ 185,000		\$ 185,000
27	DPW											
	Pedestrian, Bicycle, and Streetscape Enhancement Fund *	Transferred	\$ 2,939,000							\$ 2,939,000		\$ 2,939,000
		Appropriated not Transferred										
		Programmed										
		Total	\$ 2,939,000							\$ 2,939,000		\$ 2,939,000
28	DPW											
	The Loop Phase 1 (17th Street)	Transferred	\$ 200,000							\$ 200,000		\$ 200,000
		Appropriated not Transferred										
		Programmed										
		Total	\$ 200,000							\$ 200,000		\$ 200,000
29	DPW											
	Central Waterfront/Dogpatch, Showplace/Potero Streetscape Project	Transferred	\$ 2,819,964							\$ 2,819,964		\$ 2,819,964
		Appropriated not Transferred										
		Programmed	\$ 3,313,086							\$ 3,313,086		\$ 3,313,086
		Total	\$ 6,133,050							\$ 6,133,050		\$ 6,133,050
29.1	DPW											
	Treat Plaza	Transferred	\$ 1,011,000							\$ 1,011,000		\$ 1,011,000
		Appropriated not Transferred										
		Programmed										
		Total	\$ 1,011,000							\$ 1,011,000		\$ 1,011,000
Expenditure Non-Soma												
Category Balance Per Year - Non-Soma			\$ 13,466,000	\$ 1,194,000	\$ 921,000	\$ 2,998,000	\$ 875,000	\$ 900,000	\$ 6,564,000	\$ 22,598,000	\$ 5,458,000	\$ 28,056,000
Category Cumulative Balance Per Year - Non-Soma			\$ 1,374,000	\$ 1,194,000	\$ 870,000	\$ 921,000	\$ 2,998,000	\$ 875,000	\$ 900,000	\$ 6,125,000	\$ 6,125,000	\$ 11,275,000

Eastern Neighborhoods

(Mission: SP/Poltero, Central Waterfront/Dogpatch) - IPIC Expenditure Plan FY23 - FY27

Final Version Endorsed by IPIC

Non-Soma		THROUGH FY 21	FY 22 (CURRENT YEAR)	FY 23 (BUDGET YEAR)	FY 24	FY 25	FY 26	FY 27	THROUGH FY 27	FY 28-FY32	THROUGH FY32																																								
	Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -																																								
	Total	\$ 3,511,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,511,000	\$ -																																								
48	DPPW																																																		
	Total	\$ -	\$ 488,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 488,000	\$ -																																								
	Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -																																								
	Deferred	\$ -	\$ 792,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 792,000	\$ -																																								
49	ADMIN																																																		
	Total	\$ 1,250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,250,000	\$ -																																								
	Transferred	\$ -	\$ 825,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 825,000	\$ -																																								
	Deferred	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ -																																								
50	RPD																																																		
	Total	\$ -	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 1,000,000	\$ 1,200,000	\$ -																																								
	Programmed	\$ -	\$ -	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 1,000,000	\$ 1,200,000	\$ -																																								
	Deferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -																																								
51	IN-KIND																																																		
	Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -																																								
	Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -																																								
	Deferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -																																								
52	IN-KIND																																																		
	Total	\$ 2,370,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,370,000	\$ -																																								
	Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -																																								
	Deferred	\$ 2,370,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,370,000	\$ -																																								
<p>Category Cumulative Balance Per Year - Non-Soma</p> <table border="1"> <thead> <tr> <th>Category</th> <th>FY 21</th> <th>FY 22</th> <th>FY 23</th> <th>FY 24</th> <th>FY 25</th> <th>FY 26</th> <th>FY 27</th> <th>FY 28-FY32</th> <th>FY 32</th> </tr> </thead> <tbody> <tr> <td>Expenditure Non-Soma</td> <td>\$ 28,730,000</td> <td>\$ 200,000</td> <td>\$ 200,000</td> <td>\$ 200,000</td> <td>\$ 3,058,000</td> <td>\$ 2,738,000</td> <td>\$ 651,000</td> <td>\$ 6,847,000</td> <td>\$ 35,777,000</td> </tr> <tr> <td>Category Cumulative Balance Per Year - Non-Soma</td> <td>\$ (3,734,000)</td> <td>\$ 1,529,000</td> <td>\$ 1,035,000</td> <td>\$ 676,000</td> <td>\$ 983,000</td> <td>\$ (1,397,000)</td> <td>\$ 765,000</td> <td>\$ 2,064,000</td> <td>\$ (141,000)</td> </tr> <tr> <td>Category Cumulative Balance Per Year - Non-Soma</td> <td>\$ (3,734,000)</td> <td>\$ (2,205,000)</td> <td>\$ (1,170,000)</td> <td>\$ (492,000)</td> <td>\$ 491,000</td> <td>\$ (906,000)</td> <td>\$ (141,000)</td> <td>\$ (141,000)</td> <td>\$ (141,000)</td> </tr> </tbody> </table> <p>* 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 15) for the EN CAC's letter to IPIC.</p>												Category	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28-FY32	FY 32	Expenditure Non-Soma	\$ 28,730,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 3,058,000	\$ 2,738,000	\$ 651,000	\$ 6,847,000	\$ 35,777,000	Category Cumulative Balance Per Year - Non-Soma	\$ (3,734,000)	\$ 1,529,000	\$ 1,035,000	\$ 676,000	\$ 983,000	\$ (1,397,000)	\$ 765,000	\$ 2,064,000	\$ (141,000)	Category Cumulative Balance Per Year - Non-Soma	\$ (3,734,000)	\$ (2,205,000)	\$ (1,170,000)	\$ (492,000)	\$ 491,000	\$ (906,000)	\$ (141,000)	\$ (141,000)	\$ (141,000)
Category	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28-FY32	FY 32																																										
Expenditure Non-Soma	\$ 28,730,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 3,058,000	\$ 2,738,000	\$ 651,000	\$ 6,847,000	\$ 35,777,000																																										
Category Cumulative Balance Per Year - Non-Soma	\$ (3,734,000)	\$ 1,529,000	\$ 1,035,000	\$ 676,000	\$ 983,000	\$ (1,397,000)	\$ 765,000	\$ 2,064,000	\$ (141,000)																																										
Category Cumulative Balance Per Year - Non-Soma	\$ (3,734,000)	\$ (2,205,000)	\$ (1,170,000)	\$ (492,000)	\$ 491,000	\$ (906,000)	\$ (141,000)	\$ (141,000)	\$ (141,000)																																										

Eastern Neighborhoods

(Mission, SP/Potero, Central Waterfront/Dogpatch) - IPIC Expenditure Plan FY23 - FY27

Final Version: Endorsed by IPIC

Non-Soma		THROUGH FY 21	FY 22 (CURRENT YEAR)	FY 23 (BUDGET YEAR)	FY 24	FY 25	FY 26	FY 27	FY 23 - FY27	THROUGH FY 27	FY 28-FY32	THROUGH FY32
Childcare												
Revenue Non-Soma		\$ 3,477,000	\$ 232,000	\$ 168,000	\$ 130,000	\$ 566,000	\$ 182,000	\$ 182,000	\$ 1,228,000	\$ 4,937,000	\$ 1,140,000	\$ 6,077,000
Expenditure												
57 Child Care	OECE											
	Transferred	\$ 2,914,223								\$ 2,914,223		\$ 2,914,223
	Appropriated not Transferred	\$ 286,600								\$ 286,600		\$ 286,600
	Programmed											\$ 408,163
	Total	\$ 3,150,823								\$ 3,150,823		\$ 3,556,986
59 Potrero Launch Childcare Center (In-Kind)	IN-KIND											
	Transferred	\$ 1,916,000								\$ 1,916,000		\$ 1,916,000
	Appropriated not Transferred											
	Programmed											
	Total	\$ 1,916,000								\$ 1,916,000		\$ 1,916,000
Expenditure Non-Soma		\$ 5,066,823								\$ 5,066,823		\$ 5,473,986
Category Balance Per Year - Non-Soma		\$ (1,588,823)	\$ 232,000	\$ 168,000	\$ 130,000	\$ 566,000	\$ 182,000	\$ 182,000	\$ 1,228,000	\$ (128,823)	\$ 731,837	\$ 602,014
Category Cumulative Balance Per Year - Non-Soma		\$ (1,588,823)	\$ (1,357,823)	\$ (1,189,823)	\$ (1,059,823)	\$ (493,823)	\$ (311,823)	\$ (129,823)	\$ (129,823)	\$ (128,823)	\$ 602,014	\$ 602,014
Program Administration												
Revenue Non-Soma		\$ 2,947,000	\$ 219,000	\$ 150,000	\$ 158,000	\$ 478,000	\$ 141,000	\$ 178,000	\$ 1,105,000	\$ 4,271,000	\$ 876,000	\$ 5,147,000
Admin												
	Transferred	\$ 2,591,750								\$ 2,591,750		\$ 2,591,750
	Appropriated not Transferred	\$ 500,000								\$ 500,000		\$ 500,000
	Programmed											\$ 1,500,842
	Total	\$ 3,091,750	\$ 500,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 83,000	\$ 117,000	\$ 500,000	\$ 1,000,623	\$ 550,219	\$ 4,622,592
Admin Transfer to Programs - Non-Soma												
	Transferred	\$ 1,192,804								\$ 1,192,804		\$ 1,192,804
	Appropriated not Transferred											
	Programmed											
	Total	\$ 1,192,804								\$ 1,192,804		\$ 1,192,804
Expenditure Non-Soma		\$ 4,284,554	\$ 500,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 83,000	\$ 117,000	\$ 500,623	\$ 5,285,177	\$ 530,219	\$ 5,815,396
Category Balance Per Year - Non-Soma		\$ (1,337,554)	\$ (281,000)	\$ 50,000	\$ 58,000	\$ 377,377	\$ 58,000	\$ 61,000	\$ 604,377	\$ (1,014,177)	\$ 345,781	\$ (663,396)
Category Cumulative Balance Per Year - Non-Soma		\$ (1,337,554)	\$ (1,618,554)	\$ (1,568,554)	\$ (1,510,554)	\$ (1,133,177)	\$ (1,075,177)	\$ (1,014,177)	\$ (1,014,177)	\$ (1,014,177)	\$ (663,396)	\$ (663,396)
Non-Soma												
68 Revenue Totals		\$ 62,687,000	\$ 4,384,000	\$ 3,025,000	\$ 3,169,000	\$ 9,554,000	\$ 2,821,000	\$ 3,575,000	\$ 22,144,000	\$ 89,215,000	\$ 17,599,000	\$ 106,814,000
69 Total Expenditures		\$ 77,101,377	\$ 1,168,000	\$ 496,000	\$ 564,000	\$ 3,158,623	\$ 2,821,000	\$ 3,775,000	\$ 10,754,623	\$ 89,024,000	\$ 5,406,382	\$ 94,430,382
70 Annual Surplus (Deficit)		\$ (14,582,377)	\$ 3,216,000	\$ 2,589,000	\$ 2,605,000	\$ 6,395,377	\$ -	\$ (200,000)	\$ 11,389,377	\$ 23,000	\$ 12,192,618	\$ 12,215,618
72 Cumulative Surplus (Deficit)		\$ (14,582,377)	\$ (11,366,377)	\$ (8,777,377)	\$ (6,172,377)	\$ (223,000)	\$ 223,000	\$ 23,000	\$ 23,000	\$ 23,000	\$ 12,215,618	\$ 12,215,618



Eastern Neighborhoods

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

Eastern Neighborhoods

Project Descriptions

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

The The 16th Street Improvement Project envisions the transformation of the 16th Street corridor into a highly efficient transit corridor along with pedestrian and streetscape improvements between Church Street and 3rd Street. The project is being phased with construction completed on Phase 1 between Potrero Avenue and 3rd Street in 2020 and construction beginning on Phase 2 between Church Street and Potrero Avenue in 2021 and scheduled to be complete in 2023. The project will include transit only lanes, accessible pedestrian signals and visible crosswalks, new bus shelters and boarding islands, bus bulbs for easier/safer boarding, bus priority traffic signals, and new trees and streetscape improvements.

Project Origin:

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

Project Status and Delivery:

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

Total Costs:

Approximately \$78,000,000 for both phases

IPIC Funds:

\$21.400,000 total - \$982,000 in FY 22

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 \$4,500,000

IPIC Funds:

\$3,800,000 (including \$650,000 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 \$19,800,000

IPIC Funds:

\$1,400,000 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 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 was allocated to 22nd Street Green Connection (see above); \$689,000 has been allocated to Treat Plaza; and \$300,000 has been allocated to a new streetscape on Minnesota Street.

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

Total Costs:

\$2,939,000 total .

IPIC Funds:

\$2,939,000 total.

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

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

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

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

Project Origin:

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

Project Status and Delivery:

Public Realm Plan completed 2018. Minnesota Streetscape project is at 95% Design; anticipated advertisement date: December 2021/January 2022.

Total Costs:

TBD; \$4,500,000 for Minnesota Streetscape Project.

IPIC Funds:

\$10,210,000 total; \$6,133,000 in FY 2019

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:

At 95% Design; anticipated advertisement date: December 2021/January 2022.

Total Costs:

\$2,800,000

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 Streetscape Plan.

Project Status and Delivery:

Anticipated completion February 2022.

Total Costs:

\$2,000,000

IPIC Funds:

\$1,100,000

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

Located on a through-block facing both Harrison Street and Treat Avenue between 20th and 21st Street, the facility includes an interior basketball court and fitness center along with an outdoor playground located in an interior courtyard and programming rooms in two different facilities: Mission Recreation Center and Mission Arts Center. Mission Rec and Arts Centers are in need of 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:

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

Project Status and Delivery:

Under Development

Total Costs:

TBD

IPIC Funds:

- \$1,000,000 previously transferred
- \$940,000 appropriated but not yet transferred
- \$1.8 million in FY28

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

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:

\$38,000 based on 2020 cost estimate, undergoing revision based on current project design

IPIC Funds:

- \$640,000 in FY17 and prior
- \$1,000,000 appropriated but not yet transferred
- \$6,360,000 FY25 through FY28

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:

Project completed and open to the public.

Total Costs:

\$21,900,000 million

IPIC Funds:

\$8,700,000 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 has been 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:

Project completed and open to the public.

Total Costs:

\$1,700,000 million

IPIC Funds:

- \$825,000 in previous years
- \$175,000 in FY21

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:

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

Project Status and Delivery:

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

Total Costs:

TBD

IPIC Funds:

\$1,956,000 in FY20 but deferred.

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

Project Status and Delivery:

Conceptual design and community engagement in process. Bid/Award anticipated early 2022.

Total Costs:

\$7,700,000

IPIC Funds:

\$3,500,000 FY18 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 \$1,200,000 to go toward the acquisition/renovation of a new site at 1240 Valencia Street.

Project Origin:

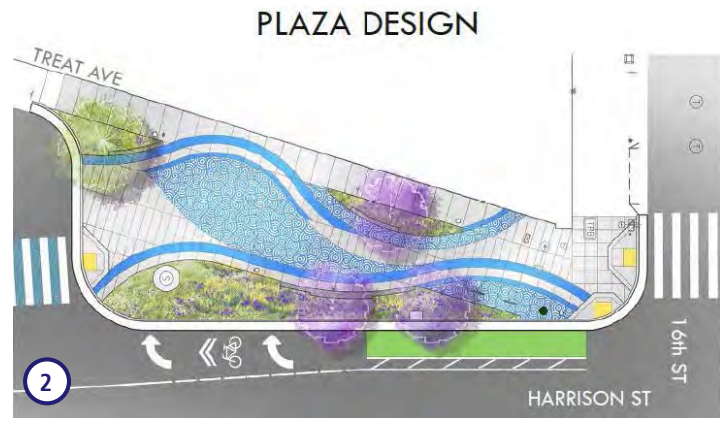
Eastern Neighborhoods Implementation Document

Project Status and Delivery:

Ongoing

IPIC Funds:

In general, 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 \$4,100,000 has been appropriated through FY 20.



EASTERN NEIGHBORHOODS

1. Garfield Pool Entrance
2. Treat Plaza Design
3. Jackson Playground Design
4. Juri Commons Park
5. Esprit Park Design

Photo credits: (1,3,4,5) RPD; (2) Public Works

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 2020, about 1,9631 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 43 development projects, totaling approximately 4,496 units, were in the Planning Department’s development pipeline as of the end of 2020, 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. Based on the current development pipeline, the Department projects \$36,000,000 in revenue from this fee over the next five fiscal years (July 1, 2022 – June 30, 2027).

Projects in the Van Ness and Market Special Use District (SUD) may be subject to two additional impact fees. Projects that exceed a specified Floor Area Ratio are 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 \$19,500,000 over the next five years, for a combined total

of roughly \$55,000,000 over the next five years between the two fees. A new community facilities fee was established in 2020 to fund community facilities in and adjacent to the plan area.

In addition to impact fee revenue, other funding sources have been identified for Plan Area improvements, including revenues from the sale of the Central Freeway parcels. Parcel sales to date have yielded a total of \$56,000,000. Most of these revenues have been spent on a series of community amenities adjacent to the Central Freeway, including the West SoMa skate park and dog run, and the McCoppin Hub Plaza. An additional \$12,700,000 has been dedicated to maintaining a state of good repair for Van Ness Avenue. In addition, proceeds from the sale of remaining parcels are projected to yield a total of between \$2,000,000 and \$5,000,000 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 is composed of nine members of the public, appointed by the Board of Supervisors or the Mayor. While the CAC started meeting on a monthly basis in April 2009, it has met quarterly since January 2021. After review, the Market Octavia Community Advisory Committee approved the five-year expenditure plan on November 16, 2021.

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. A portion of impact fees collected in the Market and Octavia Plan area were allocated towards a planning process to gather community input on a design proposal to commemorate this event. For more information on the Commemoration Project, please visit the website: byebyefreeway.org

Revenue: Actuals FY21 and Prior -- Projected FY22 and Forward												
	THROUGH FY21	FY22 (BUDGET YEAR)	FY23 (BUDGET YEAR)	FY24	FY25	FY26	FY27	FY23-FY27	THROUGH FY27	FY28 - FY32	THROUGH FY32	
1	TRANSPORTATION / TRANSIT	\$ 8,621,000	\$ 3,215,000	\$ 3,063,000	\$ 340,000	\$ 6,757,000	\$ 1,460,000	\$ 12,242,000	\$ 24,078,000	\$ 17,753,000	\$ 41,801,000	
2	COMPLETE STREETS	\$ 5,915,000	\$ 6,436,000	\$ 6,497,000	\$ 682,000	\$ 13,525,000	\$ 2,927,000	\$ 24,876,000	\$ 41,227,000	\$ 38,050,000	\$ 79,317,000	
3	RECREATION AND OPEN SPACE	\$ 7,279,000	\$ 3,067,000	\$ 2,884,000	\$ 324,000	\$ 6,447,000	\$ 594,000	\$ 11,590,000	\$ 21,056,000	\$ 16,278,000	\$ 38,214,000	
4	GREENING	\$ 4,298,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,298,000	\$ -	\$ 4,298,000	
6	CHILD CARE	\$ 2,746,000	\$ 1,166,000	\$ 985,000	\$ 122,000	\$ 2,452,000	\$ 226,000	\$ 431,000	\$ 8,227,000	\$ 5,529,000	\$ 13,756,000	
8	ADMIN	\$ 1,753,000	\$ 731,000	\$ 704,000	\$ 78,000	\$ 1,536,000	\$ 142,000	\$ 2,792,000	\$ 5,265,000	\$ 4,065,000	\$ 9,341,000	
9	Total	\$ 34,594,000	\$ 14,615,000	\$ 14,083,000	\$ 1,546,000	\$ 30,717,000	\$ 2,829,000	\$ 58,813,000	\$ 105,022,000	\$ 81,765,000	\$ 186,727,000	
Expenditure												
2	Haight Two-way Transportation and Streetscape	Transferred	MTA	390,000								
		Appropriated not Transferred										
		Programmed										
		Total		390,000							390,000	
3	Muni Forward	Transferred	MTA	300,000								
		Appropriated not Transferred										
		Programmed										
		Total		300,000							300,000	
4	Light Rail Service Enhancement	Transferred	MTA	1,713,915								
		Appropriated not Transferred		3,526,085								
		Programmed										
		Total		5,240,000							5,240,000	
5	Polk Street northbound bicycle improvements	Transferred	MTA	50,000								
		Appropriated not Transferred										
		Programmed										
		Total		50,000							50,000	
6	Van Ness BRT - Van Ness and Mission ped. improvements	Transferred	MTA	1,500,000								
		Appropriated not Transferred										
		Programmed										
		Total		1,500,000							1,500,000	

Market Octavia

Final Version - Endorsed by IPIC

Revenue - Actuals FY21 and Prior - Projected FY22 and Forward		THROUGH FY21	FY 22 (CURRENT YEAR)	FY 23 (BUDGET YEAR)	FY 24	FY 25	FY 26	FY 27	FY23-FY27	THROUGH FY27	FY28 - FY32	THROUGH FY32
7	Hub Transportation Improvements Study											
	DCP											
	Transferred	\$	250,000								250,000	\$
	Appropriated not Transferred	\$	-								-	\$
	Programmed	\$	-								-	\$
	Total	\$	250,000								250,000	\$
8	Valencia Bikeway											
	MTA											
	Transferred	\$	1,000,000								1,000,000	\$
	Appropriated not Transferred	\$	-	3,650,000							3,650,000	\$
	Programmed	\$	-	-							-	\$
	Total	\$	1,000,000	3,650,000							4,650,000	\$
9	Western Addition CBTP Improvements (total project cost now 725000)											
	MTA											
	Transferred	\$	300,000								300,000	\$
	Appropriated not Transferred	\$	-								395,000	\$
	Programmed	\$	-								-	\$
	Total	\$	300,000								695,000	\$
10	HUB Transportation Improvements Fund											
	MTA											
	Transferred	\$	725,000								725,000	\$
	Appropriated not Transferred	\$	-								-	\$
	Programmed	\$	300,000								300,000	\$
	Total	\$	1,025,000								1,025,000	\$
	Appropriated not Transferred	\$	-	3,142,240							3,142,240	\$
	Programmed	\$	-	-							-	\$
	Total	\$	-	3,142,240							3,142,240	\$
10.1	Local Bus TSP											
	MTA											
	Transferred	\$	196,000								196,000	\$
	Appropriated not Transferred	\$	-								-	\$
	Programmed	\$	-								-	\$
	Total	\$	196,000								196,000	\$
15	Expenditures Sub Total	\$	12,278,620	6,792,240			4,205,140		5,021,140	24,092,000	17,818,000	41,910,000
16	Category Annual Balance	\$	(3,657,620)	(3,577,240)	3,063,000	2,551,860	622,000	644,000	7,220,860	(14,000)	(95,000)	(109,000)
17	Category Cumulative Balance	\$	(3,657,620)	(7,234,860)	(4,171,860)	(1,280,000)	(658,000)	(14,000)	(14,000)	(14,000)	(109,000)	(109,000)

Eastern Neighborhoods

Final Version Endorsed by IPIC

(Mission, SP/Pottero, Central Waterfront/Dogpatch) - IPIC Expenditure Plan FY23 - FY27

Non-Soma		FY 22 (CURRENT YEAR)	FY 23 (BUDGET YEAR)	FY 24	FY 25	FY 26	FY 27	FY23 - FY27	THROUGH FY 27	FY28-FY32	THROUGH FY32	
Revenue Non-Soma		\$ 14,840,000	\$ 1,194,000	\$ 870,000	\$ 921,000	\$ 2,998,000	\$ 875,000	\$ 900,000	\$ 6,564,000	\$ 22,598,000	\$ 5,498,000	\$ 28,096,000
Complete Streets												
Expenditure												
22	DPW	22nd Street Green Connections	3,000,000	-	-	-	-	-	-	3,000,000	-	3,000,000
		Transferred	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
		Appropriated not Transferred	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
		Programmed	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
		Total	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ -	\$ 3,000,000
25	DPW	22nd Street Green Connections	-	-	-	-	-	-	-	-	-	-
		Transferred	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
		Appropriated not Transferred	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
		Programmed	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
		Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Bartlett Street / Mission Mercado	-	-	-	-	-	-	-	-	-	-
		Transferred	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
		Appropriated not Transferred	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
		Programmed	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
		Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
26	DPW	Central Waterfront Short Term Pedestrian Improvements	183,000	-	-	-	-	-	-	183,000	-	183,000
		Transferred	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
		Appropriated not Transferred	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
		Programmed	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
		Total	\$ 183,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 183,000	\$ -	\$ 183,000
27	DPW	Pedestrian, Bicycle, and Streetscape Enhancement Fund *	2,999,000	-	-	-	-	-	-	2,999,000	-	2,999,000
		Transferred	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
		Appropriated not Transferred	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
		Programmed	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
		Total	\$ 2,999,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,999,000	\$ -	\$ 2,999,000
28	DPW	The Loop Phase 1 (17th Street)	200,000	-	-	-	-	-	-	200,000	-	200,000
		Transferred	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
		Appropriated not Transferred	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
		Programmed	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
		Total	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ -	\$ 200,000
29	DPW	Central Waterfront/Dogpatch , Showplace/Pottero Streetscape Project	2,819,964	-	-	-	-	-	-	2,819,964	-	2,819,964
		Transferred	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
		Appropriated not Transferred	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
		Programmed	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
		Total	\$ 2,819,964	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,819,964	\$ -	\$ 2,819,964
28.1	DPW	Treat Plaza	1,011,000	-	-	-	-	-	-	1,011,000	-	1,011,000
		Transferred	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
		Appropriated not Transferred	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
		Programmed	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
		Total	\$ 1,011,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,011,000	\$ -	\$ 1,011,000
Expenditure Non-Soma		\$ 13,466,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,011,000	\$ -	\$ 1,011,000
Category Balance Per Year - Non-Soma		\$ 1,374,000	\$ 1,194,000	\$ 870,000	\$ 921,000	\$ 2,998,000	\$ 875,000	\$ 900,000	\$ 6,564,000	\$ 16,473,000	\$ 308,000	\$ 16,781,000
Category Cumulative Balance Per Year - Non-Soma		\$ 1,374,000	\$ 2,568,000	\$ 3,438,000	\$ 4,359,000	\$ 7,357,000	\$ 8,232,000	\$ 6,125,000	\$ 6,125,000	\$ 6,125,000	\$ 11,275,000	\$ 11,275,000

Market Octavia

Final Version - Endorsed by IPIC

Revenue: Actuals FY21 and Prior - Projected FY22 and Forward

		THROUGH FY21	FY 22 (CURRENT YEAR)	FY 23 (BUDGET YEAR)	FY 24	FY 25	FY 26	FY 27	THROUGH FY27	FY28 - FY32	THROUGH FY32
27	Patricia's Green Rotating Art Project										
	Total	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250,000	\$ -	\$ 250,000
	Transferred	\$ 240,000							\$ 240,000		\$ 240,000
	Appropriated not Transferred	\$ 61,000	\$ 50,000						\$ 111,000		\$ 111,000
28	Markes/Octavia Plaza Rotating Art Project										
	Total	\$ 300,000	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 350,000	\$ -	\$ 610,000
	Transferred	\$ 50,000							\$ 50,000		\$ 50,000
	Appropriated not Transferred	\$ -	\$ -						\$ -		\$ -
29	Pedestrian Improvements Franklin and Gough Intersections										
	Total	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ -	\$ 50,000
	Transferred	\$ 250,000							\$ 250,000		\$ 250,000
	Appropriated not Transferred	\$ -	\$ -						\$ -		\$ -
30	Upper Market Pedestrian Improvements										
	Total	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250,000	\$ -	\$ 250,000
	Transferred	\$ 2,088,157							\$ 2,088,157		\$ 2,088,157
	Appropriated not Transferred	\$ -	\$ -						\$ -		\$ -
30.1	Upper Market Pedestrian Improvements										
	Total	\$ 2,088,157	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,088,157	\$ -	\$ 2,088,157
	Transferred	\$ 2,217,100							\$ 2,217,100		\$ 2,217,100
	Appropriated not Transferred	\$ -	\$ -						\$ -		\$ -
31	Predevelopment - Upper Market Pedestrian Improvements										
	Total	\$ 2,217,100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,217,100	\$ -	\$ 2,217,100
	Transferred	\$ 50,000							\$ 50,000		\$ 50,000
	Appropriated not Transferred	\$ -	\$ -						\$ -		\$ -
32	Re-establish Octavia Boulevard ROW with Hayward Park										
	Total	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ -	\$ 50,000
	Transferred	\$ 150,000							\$ 150,000		\$ 150,000
	Appropriated not Transferred	\$ 150,000							\$ 150,000		\$ 150,000
33	Sidewalk Greening Program										
	Total	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ 300,000
	Transferred	\$ 600,000							\$ 600,000		\$ 600,000
	Appropriated not Transferred	\$ -	\$ 100,000						\$ 100,000		\$ 100,000
34	Streetscape Enhancement Fund										
	Total	\$ 600,000	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 700,000	\$ -	\$ 700,000
	Transferred	\$ 600,000							\$ 600,000		\$ 600,000
	Appropriated not Transferred	\$ -	\$ 100,000						\$ 100,000		\$ 100,000
34.1	Streetscape Enhancement Fund										
	Total	\$ 4,350,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,350,000	\$ -	\$ 4,350,000
	Transferred	\$ 2,350,000							\$ 2,350,000		\$ 2,350,000
	Appropriated not Transferred	\$ -	\$ -						\$ -		\$ -
35	Koshland Park Access Improvements										
	Total	\$ 2,350,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,350,000	\$ -	\$ 2,350,000
	Transferred	\$ 450,000							\$ 450,000		\$ 450,000
	Appropriated not Transferred	\$ -	\$ -						\$ -		\$ -

Fee Projections and Expenditure Plans FY23-FY27 - Final Version Item

Market Octavia - PIC Expenditure Plan - FY 23 - FY27

Final Version - Endorsed by IPIC

		THROUGH FY21		FY 22 (CURRENT YEAR)		FY 23 (BUDGET YEAR)		FY 24		FY 25		FY 26		FY 27		THROUGH FY27		FY 28 - FY32		THROUGH FY32	
36	Van Ness BRT - Van Ness and Mission ped.																				
	MTA																				
	Appropriated (not Transferred)	\$	500,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	500,000	\$	-	\$	-
	Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
	Total	\$	500,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	500,000	\$	-	\$	-
37	Neighborhood Heritage Program																				
	Appropriated (not Transferred)	\$	50,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	50,000	\$	-	\$	-
	Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
	Total	\$	50,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	50,000	\$	-	\$	-
38	Octavia Boulevard Irrigation System																				
	Appropriated (not Transferred)	\$	100,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	100,000	\$	-	\$	-
	Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
	Total	\$	100,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	100,000	\$	-	\$	-
39	HUB Public Realm Improvements Plan																				
	Appropriated (not Transferred)	\$	-	\$	11,468,372	\$	-	\$	-	\$	-	\$	-	\$	-	\$	11,468,372	\$	-	\$	-
	Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
	Total	\$	-	\$	11,468,372	\$	-	\$	-	\$	-	\$	-	\$	-	\$	11,468,372	\$	-	\$	-
39.2	13th Street																				
	Appropriated (not Transferred)	\$	-	\$	11,468,372	\$	-	\$	-	\$	-	\$	-	\$	-	\$	11,468,372	\$	-	\$	-
	Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
	Total	\$	-	\$	11,468,372	\$	-	\$	-	\$	-	\$	-	\$	-	\$	11,468,372	\$	-	\$	-
	Appropriated (not Transferred)	\$	3,362,850	\$	7,654,328	\$	7,654,328	\$	7,654,328	\$	7,654,328	\$	7,654,328	\$	7,654,328	\$	18,222,700	\$	38,610,150	\$	38,610,150
	Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
	Total	\$	3,362,850	\$	7,654,328	\$	7,654,328	\$	7,654,328	\$	7,654,328	\$	7,654,328	\$	7,654,328	\$	18,222,700	\$	38,610,150	\$	38,610,150
	Appropriated (not Transferred)	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
	Programmed	\$	175,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	175,000	\$	-	\$	-
	Total	\$	175,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	175,000	\$	-	\$	-
40	Expenditure Sub Total	\$	23,652,257	\$	12,618,372	\$	-	\$	-	\$	-	\$	-	\$	-	\$	3,512,850	\$	10,685,221	\$	47,155,650
		\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
		\$	23,652,257	\$	12,618,372	\$	-	\$	-	\$	-	\$	-	\$	-	\$	3,512,850	\$	10,685,221	\$	47,155,650
41	Category Annual Balance	\$	(9,439,257)	\$	(6,182,372)	\$	6,897,000	\$	6,822,629	\$	6,392,629	\$	1,995,000	\$	13,990,779	\$	(385,850)	\$	(1,630,850)	\$	(2,151,000)
42	Category Cumulative Balance	\$	(9,439,257)	\$	(15,621,629)	\$	(9,124,629)	\$	(8,442,629)	\$	(2,140,000)	\$	(1,945,000)	\$	(1,630,850)	\$	(1,630,850)	\$	(1,630,850)	\$	(2,151,000)

Market Octavia - IPIC Expenditure Plan - FY 23 - FY27

		THROUGH FY21		FY 22 (CURRENT YEAR)		FY 23 (BUDGET YEAR)		FY 24		FY 25		FY 26		FY 27		FY23-FY27		THROUGH FY27		THROUGH FY22					
		Revenue																							
43	Revenue	\$	7,279,000	\$	3,087,000	\$	2,834,000	\$	324,000	\$	6,447,000	\$	594,000	\$	1,391,000	\$	11,590,000	\$	21,936,000	\$	16,278,000	\$	38,214,000		
Expenditure																									
44 Hayward Park																									
	Transferred	\$	7,984,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	7,984,000		
	Appropriated not Transferred	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-		
	Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-		
	Total	\$	7,984,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	7,984,000		
45 Brady Block Park - design																									
	Transferred	\$	200,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	200,000		
	Appropriated not Transferred	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-		
	Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-		
	Total	\$	200,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	200,000		
46 Community Challenge Grant																									
	Transferred	\$	100,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	100,000		
	Appropriated not Transferred	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-		
	Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-		
	Total	\$	100,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	100,000		
47 Buchanan Street Mall																									
	Transferred	\$	515,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	515,000		
	Appropriated not Transferred	\$	-	\$	3,100,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	3,100,000		
	Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-		
	Total	\$	515,000	\$	3,100,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	3,100,000		
48 HUB Open Space Improvements Fund																									
	Transferred	\$	498,810	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	498,810		
	Appropriated not Transferred	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-		
	Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-		
	Total	\$	498,810	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	498,810		
48.25 11th and Nolana																									
	Transferred	\$	498,810	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	498,810		
	Appropriated not Transferred	\$	-	\$	3,100,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	3,100,000		
	Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-		
	Total	\$	498,810	\$	3,100,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	3,100,000		
48.5 Civic Center																									
	Transferred	\$	9,297,810	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	9,297,810		
	Appropriated not Transferred	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-		
	Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-		
	Total	\$	9,297,810	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	9,297,810		
48.75 Koshland Park																									
	Transferred	\$	9,297,810	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	9,297,810		
	Appropriated not Transferred	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-		
	Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-		
	Total	\$	9,297,810	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	9,297,810		
48.9 Other Open Space																									
	Transferred	\$	2,000,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	2,000,000		
	Appropriated not Transferred	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-		
	Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-		
	Total	\$	2,000,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	2,000,000		
49 Expenditure Sub Total																									
	Transferred	\$	9,297,810	\$	6,200,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	15,497,810		
	Appropriated not Transferred	\$	-	\$	6,200,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	12,400,000		
	Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-		
	Total	\$	9,297,810	\$	12,400,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	27,897,810		
50 Category Annual Balance																									
	Transferred	\$	(2,018,810)	\$	(8,133,000)	\$	2,834,000	\$	324,000	\$	6,447,000	\$	(8,425,095)	\$	(4,019,095)	\$	1,818,245	\$	5,837,340	\$	21,335,150	\$	17,211,755	\$	38,546,905
	Appropriated not Transferred	\$	-	\$	(8,133,000)	\$	2,834,000	\$	324,000	\$	6,447,000	\$	(8,425,095)	\$	(4,019,095)	\$	1,818,245	\$	5,837,340	\$	21,335,150	\$	17,211,755	\$	38,546,905
	Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	-	
	Total	\$	(2,018,810)	\$	(8,133,000)	\$	2,834,000	\$	324,000	\$	6,447,000	\$	(8,425,095)	\$	(4,019,095)	\$	1,818,245	\$	5,837,340	\$	21,335,150	\$	17,211,755	\$	38,546,905
51 Category Cumulative Balance Per Year																									
	Transferred	\$	(2,018,810)	\$	(5,151,810)	\$	(1,999,810)	\$	600,850	\$	4,453,190	\$	1,028,095	\$	600,850	\$	600,850	\$	600,850	\$	600,850	\$	600,850	\$	(332,905)
	Appropriated not Transferred	\$	-	\$	(5,151,810)	\$	(1,999,810)	\$	600,850	\$	4,453,190	\$	1,028,095	\$	600,850	\$	600,850	\$	600,850	\$	600,850	\$	600,850	\$	(332,905)
	Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	-	
	Total	\$	(2,018,810)	\$	(10,303,620)	\$	(3,999,620)	\$	1,201,700	\$	8,906,380	\$	2,056,190	\$	1,201,700	\$	1,201,700	\$	1,201,700	\$	1,201,700	\$	1,201,700	\$	(665,805)

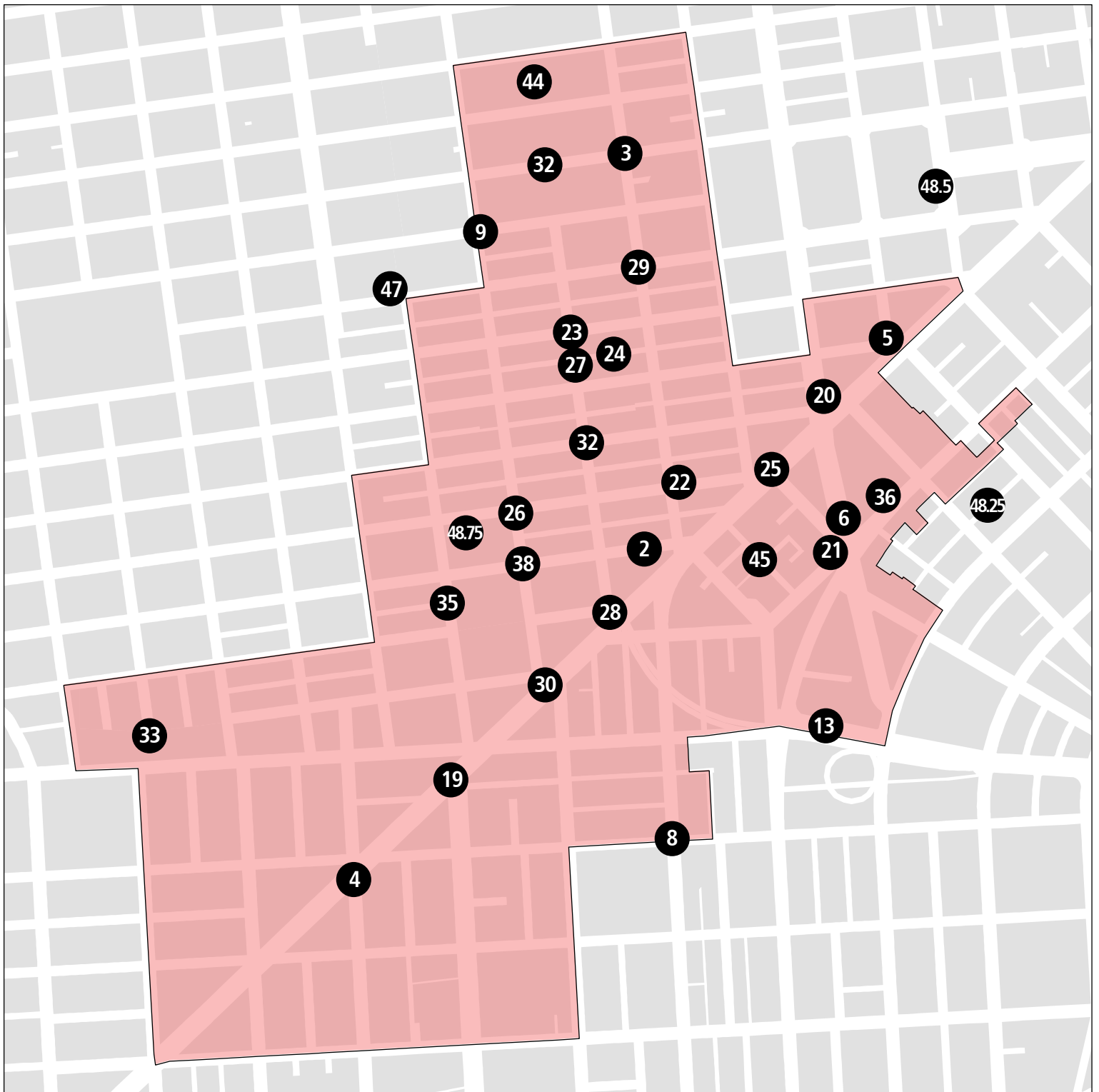
Market Octavia

Final Version - Endorsed by JPC

IPIC Expenditure Plan - FY 23 - FY27
 Revenue - Actuals FY21 and Prior - Projected FY22 and Forward

		THROUGH FY21	FY 22 (CURRENT YEAR)	FY 23 (BUDGET YEAR)	FY 24	FY 25	FY 26	FY 27	THROUGH FY27	FY28 - FY32	THROUGH FY32
52	Revenue	\$ 2,740,000	\$ 1,166,000	\$ 985,000	\$ 122,000	\$ 2,452,000	\$ 226,000	\$ 528,000	\$ 4,313,000	\$ 8,227,000	\$ 13,756,000
Expenditure											
53	OEGE Child Care NOFA Program	\$ 1,270,000	\$ 2,292,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,270,000	\$ -
	Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Appropriated not Transferred	\$ 1,270,000	\$ 2,292,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,270,000	\$ -
	Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total	\$ 1,270,000	\$ 2,292,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,270,000	\$ -
55	Expenditure Sub Total	\$ 3,320,000	\$ 2,558,000	\$ -	\$ -	\$ 1,492,000	\$ 226,000	\$ 566,000	\$ 2,844,000	\$ 8,395,000	\$ 13,996,000
56	Category Annual Balance	\$ (775,000)	\$ (1,392,000)	\$ 985,000	\$ 122,000	\$ 960,000	\$ -	\$ (38,000)	\$ 2,929,000	\$ (138,000)	\$ (150,000)
57	Category Cumulative Balance	\$ (775,000)	\$ (2,187,000)	\$ (1,182,000)	\$ (1,060,000)	\$ (100,000)	\$ (100,000)	\$ (138,000)	\$ (138,000)	\$ (138,000)	\$ (150,000)
58	Revenue	\$ 1,733,000	\$ 731,000	\$ 794,000	\$ 78,000	\$ 1,536,000	\$ 142,000	\$ 332,000	\$ 2,792,000	\$ 5,256,000	\$ 9,341,000
Expenditure											
59	Admin Fees	\$ 1,095,000	\$ 1,639,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,095,000	\$ -
	Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Appropriated not Transferred	\$ 1,095,000	\$ 1,639,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,095,000	\$ -
	Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total	\$ 1,095,000	\$ 1,639,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,095,000	\$ -
60	Admin Fees Transferred back to Programs	\$ 962,902	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Transferred	\$ 962,902	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total	\$ 962,902	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
61	Expenditure Sub Total	\$ 3,975,150	\$ 1,639,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 962,902	\$ -
62	Category Balance Per Year	\$ (1,792,150)	\$ (908,000)	\$ 794,000	\$ 78,000	\$ 1,536,000	\$ 142,000	\$ 199,850	\$ 2,659,850	\$ (60,300)	\$ 4,044,700
63	Category Cumulative Balance Per Year	\$ (1,810,850)	\$ (2,718,850)	\$ (2,014,850)	\$ (1,936,850)	\$ (400,850)	\$ (258,850)	\$ (58,000)	\$ (58,000)	\$ (58,000)	\$ 4,026,000
Revenue - Actuals FY21 and Prior - Projected FY22 and Forward											
64	Area Total Revenue	\$ 34,594,000	\$ 14,615,000	\$ 14,081,000	\$ 1,546,000	\$ 30,717,000	\$ 2,829,000	\$ 6,638,000	\$ 55,813,000	\$ 109,022,000	\$ 186,727,000
65	Area Total Expenditures	\$ 52,276,837	\$ 29,802,612	\$ -	\$ -	\$ 12,919,511	\$ 4,395,095	\$ 6,445,245	\$ 24,159,851	\$ 166,244,300	\$ 79,180,905
66	Area Annual Balance	\$ (17,682,837)	\$ (15,187,612)	\$ 14,081,000	\$ 1,546,000	\$ 17,797,489	\$ (1,566,095)	\$ (207,245)	\$ 31,653,149	\$ (1,222,300)	\$ 1,017,795
67	Area Cumulative Balance	\$ (17,701,537)	\$ (32,889,149)	\$ (18,811,149)	\$ (17,265,149)	\$ (2,246,660)	\$ (3,812,755)	\$ (4,040,000)	\$ (4,040,000)	\$ (4,040,000)	\$ 1,284,095

Fee Projections and Expenditure Plans FY23-FY27 - Final Version.xlsm



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 | |

Project Descriptions

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

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

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

Project Origin:

SFMTA

Project Status and Delivery:

Underway

Total Costs:

\$5,250,000

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:

Construction will be completed in 2021, with start of BRT service in 2022.

Total Costs:

approx. \$309,300,000

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. Valencia Street has changed rapidly with the COVID-19 pandemic and utilization of the Shared Spaces Program. SFMTA is currently installing immediate improvements along the corridor and assessing bigger and bolder ideas for the future of the corridor and implementation of this project from 15th Street to Cesar Chavez.

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>.

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:

\$10,600,000 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 and servicing the plan area. This project will improve travel time and service reliability for Muni riders.

Project Origin:

SFMTA

Project Status and Delivery:

Project is on-going with intersections in the Market-Octavia area scheduled for TSP implementation by end of 2020. Project is continuing implementation along the 14 Mission and 22 Fillmore lines serving the plan area.

Total Costs:

\$38,700,000

MO Impact Fee Funds:

\$196,000 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; parking/turn restrictions on Haight Street; and the implementation of the Page Slow Street Project from Gough to Stanyan Streets.

Project Origin:

Market and Octavia Plan

Project Status and Delivery:

Contract was awarded in August 2021. Construction expected to begin late 2021 and completed by Summer 2022.

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

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

Project Origin:

Market and Octavia Plan

Project Status and Delivery:

Construction began in July 2020. Project expected to be completed in 2022.

Total Costs:

\$10,000,000

MO Impact Fee Funds:

\$4,305,257

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

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

Project Origin:

Hub Public Realm Plan

Project Status and Delivery:

Design in 2020; 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 Public Works to engage residents in re-imagining the area's extensive network of alleyways as an alternative transportation network and opportunity for community-scale places for public life. This program may utilize impact fee revenue through Public Works to design, build, and maintain living alleyway projects in their neighborhoods.

Project Origin:

Market and Octavia Area Plan

Project Status and Delivery:

Design underway.

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 (BUF) 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:

Construction underway, anticipated completion date is July 2022.

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:

Planning phase.

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 had 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 completed, open to the public in Fall 2020.

Total Costs:

\$28,500,000 million

MO Impact Fee Funds:

\$8,000,000 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:

The Buchanan Vision Plan was completed early 2017 and the conceptual design for all five blocks the Mall was approved by Rec and Park Commission in April 2020. Funding for design and construction of the Turk St. to Golden Gate Ave block has been secured, including Let’sPlaySF!, 2020 Health & Recovery Bond, SFPUC Joint Capital Infrastructure Project, IPIC funds, and General Funds. The project is in the design phase, Bid/Award is expected in summer 2022, and construction before the end of 2022. The McAllister St. to Fulton St. block is funded through a recent allocation of CA State Budget - Senator Wiener and SFPUC

Joint Capital Infrastructure Project. This Phase 2 project will begin design soon.

Total Costs: \$5,000,000/block

MO Impact Fee Funds:

- \$100,000 through FY19
- \$415,000 appropriated but not yet transferred
- \$3,100,000 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 FY25

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 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: \$2,000,000 in FY26

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

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

Project Origin:

IPIC

CHILD CARE (EXPENDITURE PLAN LINE ITEM NO. 59)

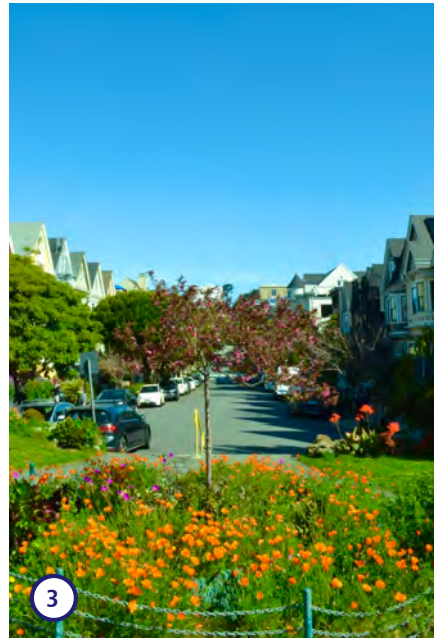
A portion of Market and Octavia impact fee funds are dedicated to supporting the provision of new or expanded licensed child care facilities within the plan area. These funds are administered by the Office of Early Care and Education (OECE), which was previously appropriated \$1,273,000 in FY16 to solicit applications for new or expanded facilities. These funds supported the construction of a new child care center at 49 South Van Ness, due to open in January 2022.

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



MARKET AND OCTAVIA

1. Upper Market Street
2. Margaret Hayward Park
3. Sidewalk Greening Program
4. Page Street Neighborway Design
5. Buchanan Street Mall Concept Plan

Photo credits: (1,4) SFMTA; (2,5) Recreation and Parks Department; (3) San Francisco Planning

RINCON HILL

Background and Highlights

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

The Planning Department projects about \$5,000,000 in impact fee revenue available for infrastructure impact fees between FY22 and FY27.

There is an identified need of \$46,600,000 million for Rincon Hill infrastructure based on the original Rincon Hill Area Plan and Streetscape Master Plan of which approximately \$37,000,000 can be funded through impact fees leaving an unmet funding need of \$9,000,000.

INFRASTRUCTURE PROJECTS

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

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

Revenue - Actuals FY18 and Prior - Projected FY19 and Forward										
	THROUGH FY21	FY 22 (CURRENT YEAR)	FY 23 (BUDGET YEAR)	FY 24	FY 25	FY 26	FY 27	FY23 - FY27 THROUGH FY27	FY28 - FY32 THROUGH FY27	THROUGH FY32
1 GENERAL	\$ 19,413,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,413,000	\$ -
2 COMPLETE STREETS	\$ 8,998,000	\$ -	\$ 2,904,080	\$ -	\$ 901,440	\$ -	\$ -	\$ 3,805,520	\$ 12,803,520	\$ -
3 RECREATION AND OPEN SPACE	\$ 1,823,500	\$ -	\$ 588,160	\$ -	\$ 182,560	\$ -	\$ -	\$ 770,720	\$ 2,594,220	\$ -
4 ADMIN	\$ 1,312,000	\$ -	\$ 183,840	\$ -	\$ 57,040	\$ -	\$ -	\$ 240,880	\$ 1,552,880	\$ -
5 Total	\$ 31,546,500	\$ -	\$ 3,676,080	\$ -	\$ 1,141,040	\$ -	\$ -	\$ 4,817,120	\$ 36,363,620	\$ -
In-Kind Total	\$ 1,683,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,683,000	\$ -
Cash Total	\$ 29,863,500	\$ -	\$ 3,676,080	\$ -	\$ 1,141,040	\$ -	\$ -	\$ 4,817,120	\$ 34,680,620	\$ -

Expenditures: Appropriations FY19 and Prior - Planned FY20 and Forward										
AGENCY	THROUGH FY21	FY 22 (CURRENT YEAR)	FY 23 (BUDGET YEAR)	FY 24	FY 25	FY 26	FY 27	FY23 - FY27 THROUGH FY27	FY28 - FY32 THROUGH FY27	THROUGH FY32
6 Streetscape Priority 1 - Harrison Street and Fremont Street	\$ 12,565,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,565,000	\$ -
7 Streetscape / Public Realm Priority 2	\$ 8,998,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,998,000	\$ -
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	\$ -
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)	\$ 626,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 626,000	\$ -
13 Ped Mid-block ped path between Folsom and Harrison near Fremont (In-Kind)	\$ 573,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 573,000	\$ -
14 First Street and Harrison Street (In-Kind)	\$ 1,110,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,110,000	\$ -

69

RUNNING TOTALS										
	THROUGH FY21	FY 22 (CURRENT YEAR)	FY 23 (BUDGET YEAR)	FY 24	FY 25	FY 26	FY 27	FY23 - FY27 THROUGH FY27	FY28 - FY32 THROUGH FY27	THROUGH FY32
15 Revenue Totals	\$ 31,546,500	\$ -	\$ 3,676,080	\$ -	\$ 1,141,040	\$ -	\$ -	\$ 4,817,120	\$ 36,363,620	\$ -
16 Total Expenditures	\$ 35,670,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 35,670,000	\$ -
17 Annual Surplus (Deficit)	\$ (4,123,500)	\$ -	\$ 3,676,080	\$ -	\$ 1,141,040	\$ -	\$ -	\$ 4,817,120	\$ 693,620	\$ -
18 Cumulative Surplus (Deficit)	\$ (4,123,500)	\$ (4,123,500)	\$ (447,420)	\$ (447,420)	\$ 693,620	\$ 693,620	\$ 693,620	\$ 693,620	\$ 693,620	\$ 693,620



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

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 contract was awarded in June 2020, anticipated completion date is October 2022

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 are completed.

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.

Project Status and Delivery:

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

Total Costs: \$4,500,000 (in FY16 dollars)

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

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

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

Project Status and Delivery: Complete

Total Costs: \$573,000

IPIC Funds: \$573,000 (In-Kind)

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

The southernmost block of First Street and the southern side of Harrison Street between First Street and Fremont Street were improved in conjunction with the

construction of One Rincon Hill. Improvements included new widened side-walks, street tree and understory plantings, and special paving within the roadway.

Project Status and Delivery: Completed.

Total Costs: \$1,100,000

IPIC Funds: \$1,100,000 (In-Kind)

GUY PLACE PARK (MAP 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: \$6,631,000

IPIC Funds: Rincon Hill \$4,836,000; Transit Center \$1,525,000



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



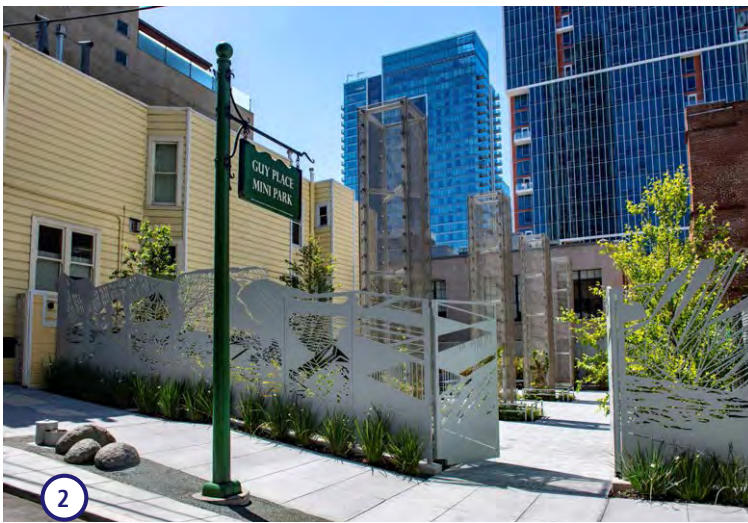
PHASE C



PHASE D



PHASE E



2



3



RINCON HILL

- | | |
|--|---|
| <ol style="list-style-type: none"> 1. South Downtown Streetscape Implementation Phasing (Soda Planning Process) 2. Guy Place Mini Park | <ol style="list-style-type: none"> 3. Fremont streetscape Improvements 4. Harrison Street Plans |
|--|---|

SOUTH OF MARKET

Background and Highlights

CENTRAL SOMA PLAN

This was the second year that South of Market (SoMa) was separated from Eastern Neighborhoods for the sake of implementing of the Western SoMa, Central SoMa and East SoMa Plans. This separation happened in conjunction with the adoption of the Central SoMa Plan, which went effect in 2019.

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

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

For more information, visit the project website:

<https://sfplanning.org/central-soma-plan>

SOMA COMMUNITY PLANNING ADVISORY COMMITTEE (SOMA CAC)

The SoMa Community Planning Advisory Committee (SoMa CAC) is currently seated with 6 members and active recruitment is ongoing to fill the entire committee of 11 standing members. The SoMa CAC advises 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 threearea plans. Due to the ongoing pandemic, the CAC is currently meeting virtually via the "Zoom" platform.

So far, the CAC and IPIC have identified projects in three main categories: Transit, Complete Streets, and Recreation and Open Space. For the first two categories, funds have been left in general purpose categories to enable flexibility of funding as transit and complete streets projects become further scoped. 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, but will not be funded through impact fees. Planning anticipates approximately \$310 million in revenue over the next five years (EN Infrastructure Fee, Central SoMa Infrastructure Fee, and the Central SoMa CFD.) This November 2021, the CAC and was in support of the proposed IPIC expenditure plan for SoMa CAC infrastructure funds.

As with all other Plan Areas, revenue for SoMa is now projected to slow down over the next two and five years, largely due to COVID-19. Therefore, IPIC is recommending that expenditures be pushed out by at least two years to enable revenue to catch up with previous expenditure commitments. IPIC is not proposing to fund any new projects this year while maintaining the commitment to fund previously identified projects, albeit at a slower pace.

Ongoing Planning

GREATER SOMA COMMUNITY FACILITIES NEEDS ASSESSMENT

The Planning Department has completed a Community Facility Needs assessment for the Greater SoMa area. The assessment identifies the capital needs of ten types of community facilities in the greater South of Market area, including the Tenderloin, Mission Bay, Showplace Square and Market and Octavia neighborhoods. The assessment begins with an analysis of existing facilities in these neighborhoods to understand current use and this is followed by analysis of how anticipated population growth might impact these facilities. Feedback received

from residents, community-based organization and city agencies have been incorporated into the assessment. This assessment will serve as a guide for city agencies as they plan and allocate resources for new and improved facilities.

The project was completed in July 2021. The final assessment with summary of community feedback, key findings, recommendations and next steps have been published online at: <https://storymaps.arcgis.com/stories/8fc7a9e52f254976b8710390b8092967>

AGENCY	EN IMPACT FEES (SOMA ONLY)										
	THROUGH FY21	FY 22 (CURRENT YEAR)	FY 23 (BUDGET YEAR)	FY 24	FY 25	FY 26	FY 27	FY23-FY27	THROUGH FY27	FY 28-FY32	THROUGH FY32
HOUSING	\$ 7,733,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,733,000	\$ -	\$ 7,733,000
TRANSPORTATION/ TRANSIT	\$ 9,170,000	\$ 1,452,000	\$ 24,002,000	\$ 3,013,000	\$ 3,254,000	\$ 9,875,000	\$ 10,453,000	\$ 50,301,000	\$ 60,933,000	\$ 1,359,000	\$ 2,282,000
COMPLETE STREETS	\$ 16,658,000	\$ 1,774,000	\$ 18,880,000	\$ 3,707,000	\$ 3,352,000	\$ 7,212,000	\$ 15,807,000	\$ 48,934,000	\$ 67,406,000	\$ 4,209,000	\$ 71,615,000
RECREATION AND OPEN SPACE	\$ 13,933,000	\$ 1,753,000	\$ 9,385,000	\$ 3,697,000	\$ 2,753,000	\$ 2,945,000	\$ 18,578,000	\$ 37,201,000	\$ 52,267,000	\$ 6,450,000	\$ 58,717,000
CHILD CARE	\$ 1,888,000	\$ 263,000	\$ 1,773,000	\$ 555,000	\$ 438,000	\$ 594,000	\$ 2,888,000	\$ 6,038,000	\$ 8,151,000	\$ 882,000	\$ 9,043,000
LIBRARY	\$ 449,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 449,000	\$ -	\$ 449,000
ADMIN	\$ 2,371,000	\$ 276,000	\$ 2,639,000	\$ 577,000	\$ 515,000	\$ 1,075,000	\$ 2,491,000	\$ 7,501,000	\$ 10,148,000	\$ 678,000	\$ 10,826,000
Total	\$ 51,083,000	\$ 5,520,000	\$ 56,779,000	\$ 11,593,000	\$ 10,312,000	\$ 21,576,000	\$ 49,827,000	\$ 150,895,000	\$ 206,638,000	\$ 13,578,000	\$ 282,216,000

AGENCY	CENTRAL SOMA FEES										
	THROUGH FY21	FY 22 (CURRENT YEAR)	FY 23 (BUDGET YEAR)	FY 24	FY 25	FY 26	FY 27	FY23-FY27	THROUGH FY27	FY 28-FY32	THROUGH FY32
Central Soma Community Facilities Fee	\$ -	\$ 161,000	\$ 3,333,000	\$ 325,000	\$ 2,998,000	\$ 1,400,000	\$ 2,765,000	\$ 11,432,000	\$ 11,953,000	\$ -	\$ 11,953,000
Central Soma Infrastructure Fee	\$ -	\$ 147,000	\$ -	\$ -	\$ 2,348,000	\$ 4,507,000	\$ 284,000	\$ 7,115,000	\$ 8,592,000	\$ -	\$ 8,592,000
Infra to Transit	\$ -	\$ 1,292,375	\$ -	\$ -	\$ 2,051,000	\$ 3,943,625	\$ 231,000	\$ 6,258,625	\$ 7,518,000	\$ -	\$ 7,518,000
PUC Site Park In-Kind Credit from ISF (Fee Swap)	\$ -	\$ 184,625	\$ -	\$ -	\$ 295,000	\$ 963,375	\$ 33,000	\$ 889,375	\$ 1,074,000	\$ -	\$ 1,074,000

AGENCY	MELLO ROOS										
	THROUGH FY21	FY 22 (CURRENT YEAR)	FY 23 (BUDGET YEAR)	FY 24	FY 25	FY 26	FY 27	FY23-FY27	THROUGH FY27	FY 28-FY32	THROUGH FY32
HOUSING	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TRANSPORTATION/ TRANSIT	\$ -	\$ -	\$ -	\$ -	\$ 68,970	\$ 46,299,770	\$ 17,632,140	\$ 64,000,880	\$ 64,000,880	\$ 18,580,100	\$ 82,600,980
COMPLETE STREETS	\$ -	\$ -	\$ -	\$ -	\$ 4,703	\$ 3,156,803	\$ 1,203,555	\$ 4,365,060	\$ 4,365,060	\$ 1,266,825	\$ 5,631,885
RECREATION AND OPEN SPACE	\$ -	\$ -	\$ -	\$ -	\$ 20,378	\$ 13,679,478	\$ 5,715,405	\$ 18,915,260	\$ 18,915,260	\$ 5,489,575	\$ 24,404,835
ENVIRONMENTAL AND SUSTAINABILITY	\$ -	\$ -	\$ -	\$ -	\$ 26,648	\$ 17,888,548	\$ 6,820,145	\$ 24,735,340	\$ 24,735,340	\$ 7,178,675	\$ 31,914,015
CULTURAL PRESERVATION AND COMMUNITY FACILITIES	\$ -	\$ -	\$ -	\$ -	\$ 32,918	\$ 22,097,618	\$ 8,424,885	\$ 30,555,420	\$ 30,555,420	\$ 8,867,775	\$ 39,423,195
CHILD CARE	\$ -	\$ -	\$ -	\$ -	\$ 3,135	\$ 2,104,535	\$ 802,370	\$ 2,910,440	\$ 2,910,440	\$ 844,550	\$ 3,754,990
LIBRARY	\$ -	\$ -	\$ -	\$ -	\$ 8,250	\$ 5,538,250	\$ 2,111,500	\$ 7,658,000	\$ 7,658,000	\$ 2,272,500	\$ 9,880,500
ADMINISTRATION	\$ -	\$ -	\$ -	\$ -	\$ 165,000	\$ 480,000	\$ 705,000	\$ 1,350,000	\$ 1,350,000	\$ 44,450,000	\$ 45,800,000
Total Pay Go	\$ -	\$ -	\$ -	\$ -	\$ 110,285,000	\$ 110,785,000	\$ 41,525,000	\$ 151,810,000	\$ 151,810,000	\$ -	\$ 151,810,000
Total Bond	\$ -	\$ -	\$ -	\$ -	\$ 165,000	\$ 110,785,000	\$ 42,230,000	\$ 153,160,000	\$ 153,160,000	\$ 44,450,000	\$ 197,610,000
TOTAL	\$ -	\$ -	\$ -	\$ -	\$ 165,000	\$ 110,785,000	\$ 42,230,000	\$ 153,160,000	\$ 153,160,000	\$ 44,450,000	\$ 197,610,000

SOMA - IPIC Expenditure Plan - FY23 - FY27

EN IMPACT FEES (SOMA ONLY)		AGENCY		THROUGH FY21		FY22 (CURRENT YEAR)		FY23 (BUDGET YEAR)		FY 24		FY25		FY 26		FY27		THROUGH FY27		FY 28-FY32		THROUGH FY32	
EN IMPACT FEES (SOMA ONLY)		AGENCY		THROUGH FY21		FY22 (CURRENT YEAR)		FY23 (BUDGET YEAR)		FY 24		FY25		FY 26		FY27		THROUGH FY27		FY 28-FY32		THROUGH FY32	

Transportation / Transit

Revenue: EN Impact Fee (Soma Only)		\$	9,170,000	\$	1,452,000	\$	24,002,000	\$	3,013,000	\$	3,254,000	\$	9,879,000	\$	10,153,000	\$	50,301,000	\$	60,923,000	\$	1,359,000	\$	62,282,000		
Revenue: Soma Infrastructure Fee		\$	-	\$	1,292,375	\$	-	\$	-	\$	2,051,000	\$	3,945,625	\$	231,000	\$	6,225,625	\$	7,518,000	\$	-	\$	7,518,000		
Revenue: Mello Roos		\$	-	\$	-	\$	-	\$	-	\$	68,970	\$	46,299,770	\$	17,652,140	\$	64,020,880	\$	64,020,880	\$	18,580,100	\$	82,600,980		
TRANSIT-SOMA REVENUE TOTAL		\$	9,170,000	\$	2,744,375	\$	24,002,000	\$	3,013,000	\$	5,373,970	\$	60,172,395	\$	28,026,140	\$	120,547,505	\$	132,461,880	\$	19,939,100	\$	152,400,980		
Expenditure																									
10	2nd Street (OCT Removal)	\$	750,000																				750,000		
	Transferred	\$	750,000																					750,000	
	Appropriated not Transferred	\$	-																					-	
	Programmed	\$	-																					-	
	Total	\$	750,000																					750,000	
11	Folsom Street / Rowland Street Improvements	\$	550,000																					550,000	
	Transferred	\$	550,000																					550,000	
	Appropriated not Transferred	\$	-																					-	
	Programmed	\$	-																					-	
	Total	\$	550,000																					550,000	
15.1	Transit Enhancement Fund - Soma	\$	-																					-	
	Transferred	\$	-																					-	
	Appropriated not Transferred	\$	-																					-	
	Programmed	\$	-																					-	
	Total	\$	-																					-	
16	Ringold Alley Improvements (In-Kind)	\$	1,800,000																					1,800,000	
	Transferred	\$	1,800,000																					1,800,000	
	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	\$	-																					-	
c1	MTA Design, Plan and Prioritization of South Projects*	\$	-																					-	
	Transferred	\$	-																					-	
	Appropriated not Transferred	\$	-																					-	
	Programmed	\$	-																					-	
	Total	\$	-																					-	
	Total	\$	-																					-	
Expenditure Soma		\$	3,256,000	\$	9,069,000	\$	-	\$	8,477,005	\$	70,575,449	\$	40,232,140	\$	119,305,294	\$	131,630,294	\$	26,420,100	\$	158,050,394	\$	-	\$	158,050,394
Category Balance Per Year - Soma		\$	5,914,000	\$	(6,324,625)	\$	24,002,000	\$	3,013,000	\$	(3,103,395)	\$	(10,453,054)	\$	(12,216,000)	\$	1,242,211	\$	831,586	\$	(6,483,000)	\$	-	\$	(5,649,414)
Category Cumulative Balance Per Year - Soma		\$	5,914,000	\$	(410,625)	\$	23,591,375	\$	26,604,375	\$	23,500,640	\$	13,047,586	\$	831,586	\$	831,586	\$	831,586	\$	(5,649,414)	\$	-	\$	(5,649,414)

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

SOMA - JPIC Expenditure Plan - FY23 - FY27

AGENCY		THROUGH FY21	FY 22 (CURRENT YEAR)	FY 23 (BUDGET YEAR)	FY 24	FY 25	FY 26	FY 27	FY23-FY27	THROUGH FY27	FY 28-FY32	THROUGH FY32
ENI IMPACT FEES (SOMA ONLY)												
Complete Streets												
21	Revenue ENI Impact Fee (Soma Only)	\$ 16,658,000	\$ 1,774,000	\$ 18,880,000	\$ 3,707,000	\$ 3,352,000	\$ 7,228,000	\$ 15,807,000	\$ 48,974,000	\$ 67,406,000	\$ 4,209,000	\$ 71,615,000
	Revenue: Mello Roos	\$ -	\$ -	\$ -	\$ -	\$ 4,703	\$ 3,156,803	\$ 1,283,555	\$ 4,365,060	\$ 4,365,060	\$ 1,266,825	\$ 5,631,885
	COMPLETE STREETS REVENUE TOTAL	\$ 16,658,000	\$ 1,774,000	\$ 18,880,000	\$ 3,707,000	\$ 3,356,703	\$ 10,384,803	\$ 17,010,555	\$ 53,339,060	\$ 71,771,060	\$ 5,475,825	\$ 77,246,885
	Folsom Street / Howard Street Improvements	\$ 17,292,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,292,000	\$ -	\$ 17,292,000
	Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Appropriated not Transferred	\$ -	\$ 2,390,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,390,000	\$ -	\$ 2,390,000
	Total	\$ 17,292,000	\$ 2,390,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,390,000	\$ -	\$ 19,682,000
23	2nd Street Improvements	\$ 4,812,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,812,000	\$ -	\$ 4,812,000
	Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total	\$ 4,812,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,812,000	\$ -	\$ 4,812,000
27.1	Pedestrian, Bicycle, and Streetscape Enhancement Fund*	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Appropriated not Transferred	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ -	\$ 200,000
	Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ -	\$ 200,000
e.1	5th and Brannan Intersection Improvements (598 Brannan)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	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)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	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)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Appropriated not Transferred	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ 100,000
	Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ 100,000
g.2	SOMA Street Improvement Projects	\$ 160,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 160,000	\$ -	\$ 160,000
	Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Appropriated not Transferred	\$ 6,670,000	\$ 2,219,750	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,889,750	\$ -	\$ 8,889,750
	Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,750,000	\$ 475,000	\$ 1,725,000	\$ 1,725,000	\$ 1,750,000	\$ 3,475,000
	Total	\$ 6,830,000	\$ 2,219,750	\$ -	\$ -	\$ -	\$ 1,250,000	\$ 475,000	\$ 1,725,000	\$ 10,774,750	\$ 1,750,000	\$ 12,524,750
g.2.2	SOMA Street Improvement Projects	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Programmed	\$ -	\$ -	\$ -	\$ -	\$ 3,117,896	\$ 17,583,000	\$ 4,924,414	\$ 25,625,310	\$ 25,625,310	\$ 3,300,586	\$ 28,925,896
	Total	\$ -	\$ -	\$ -	\$ -	\$ 3,117,896	\$ 17,583,000	\$ 4,924,414	\$ 25,625,310	\$ 25,625,310	\$ 3,300,586	\$ 28,925,896
g.3	Filipino District Gateway Marker	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Programmed	\$ -	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ 300,000
	Total	\$ -	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ 300,000
	Expenditure Soma	\$ 29,234,000	\$ 9,409,750	\$ -	\$ -	\$ 3,117,896	\$ 22,833,000	\$ 5,399,414	\$ 31,350,310	\$ 69,994,050	\$ 5,050,586	\$ 75,044,646
	Category Balance Per Year - Soma	\$ (12,576,000)	\$ (7,635,750)	\$ 18,880,000	\$ 3,707,000	\$ 238,807	\$ (12,448,198)	\$ 11,611,141	\$ 21,988,750	\$ 1,777,000	\$ 482,239	\$ 2,202,239
	Category Cumulative Balance Per Year - Soma	\$ (12,576,000)	\$ (20,211,750)	\$ (1,331,750)	\$ 2,375,250	\$ 2,614,057	\$ (9,834,141)	\$ 1,777,000	\$ 1,777,000	\$ 1,777,000	\$ 1,603,759	\$ 1,603,759

SOMA - JPIC Expenditure Plan - FY23 - FY27

AGENCY		THROUGH FY21										THROUGH FY22										THROUGH FY23																																																																															
ENI IMPACT FEES (SOMA ONLY)		FY 21 (CURRENT YEAR)										FY 22 (BUDGET YEAR)										FY 23 (BUDGET YEAR)										FY 24										FY 25										FY 26										FY 27										FY23-FY27										THROUGH FY22										THROUGH FY23									

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

Recreation and Open Space

	Revenue	ENI Impact Fee (Soma Only)	1,753,000	9,285,000	3,687,000	2,753,000	2,795,000	18,678,000	37,201,000	52,267,000	6,450,000	58,717,000
	Revenue Soma Infra Fee	184,625	-	-	293,000	563,375	33,000	889,375	1,074,000	-	1,074,000	
	Revenue: Mello Roos	-	-	-	20,378	13,679,478	5,215,405	18,915,260	490,141	490,141	5,489,575	26,404,835
	Revenue: Flower Mart POPs In-Lieu or In-Kind	-	-	-	-	-	-	-	-	-	-	-
	TSF Fee Credit Swap for In-Kind	-	15,000,000	-	-	-	-	-	-	-	-	3,979,349
	REC AND OPEN SPACE REVENUE TOTAL	1,937,625	24,285,000	3,687,000	3,066,378	17,040,853	24,116,546	57,495,376	87,746,401	15,428,783	103,175,184	
	Expenditure											
35	South Park	RPD	1,500,000	-	-	-	-	1,500,000	-	-	-	1,500,000
	Total		1,500,000	-	-	-	-	1,500,000	-	-	-	1,500,000
h	Gene Friend / Soma Recreation Center (programmed)	PRD	2,150,300	-	-	-	-	2,150,300	-	-	-	2,150,300
	Appropriated not Transferred		25,649,700	-	-	-	-	25,649,700	-	-	-	25,649,700
	Programmed		-	-	-	-	-	-	-	-	-	-
	Total		27,800,000	-	-	-	-	27,800,000	-	-	-	27,800,000
45	11th Street Park (previously "New Parks in Soma")	RPD	8,810,000	-	-	-	-	8,810,000	-	-	-	8,810,000
	Appropriated not Transferred		-	-	-	-	-	-	-	-	-	-
	Programmed		-	-	-	-	-	-	-	-	-	-
	Total		8,810,000	-	-	-	-	8,810,000	-	-	-	8,810,000
53	Eagle Plaza (In-Kind)	RPD	1,500,000	-	-	-	-	1,500,000	-	-	-	1,500,000
	Appropriated not Transferred		-	-	-	-	-	-	-	-	-	-
	Programmed		-	-	-	-	-	-	-	-	-	-
	Total		1,500,000	-	-	-	-	1,500,000	-	-	-	1,500,000
i	Memalo Draves Park Programming	RPD	-	-	-	-	-	-	-	-	-	-
	Appropriated not Transferred		-	-	-	-	-	-	-	-	-	-
	Programmed		-	-	-	-	-	-	-	-	-	-
	Total		-	-	-	-	-	-	-	-	-	-
j	Park at Welsh/Freeborn/588 Bannan	RPD	-	-	-	-	-	-	-	-	-	-
	Appropriated not Transferred		-	-	-	-	-	-	-	-	-	-
	Programmed		-	-	-	-	-	-	-	-	-	-
	Total		-	-	-	-	-	-	-	-	-	-
k	88 Bluxome (Recreation Center above Aquatic Center)	RPD	-	-	-	-	-	-	-	-	-	-
	Appropriated not Transferred		-	-	-	-	-	-	-	-	-	-
	Programmed		-	-	-	-	-	-	-	-	-	-
	Total		-	-	-	-	-	-	-	-	-	-
d	TSF Projects Swap for In-Kind Credit	MTA	-	-	-	-	-	-	-	-	-	-
	Appropriated not Transferred		-	-	-	-	-	-	-	-	-	-
	Programmed		-	-	-	-	-	-	-	-	-	-
	Total		-	-	-	-	-	-	-	-	-	-
	Expenditure Soma		39,738,000	-	-	-	-	39,738,000	-	-	-	39,738,000
	Category Balance Per Year - Soma		(26,425,000)	1,937,625	3,687,000	3,066,378	17,040,853	(3,877,454)	(4,288,224)	(13,785,599)	13,722,783	(62,816)
	Category Cumulative Balance Per Year - Soma		(26,425,000)	(24,487,375)	(33,792,375)	(30,015,375)	(9,905,145)	(13,785,599)	(13,785,599)	(6,047,816)	(6,047,816)	

AGENCY	THROUGH FY21	FY 22 (CURRENT YEAR)					THROUGH FY27	FY 28-FY32	THROUGH FY32
		FY 22	FY 23	FY 24	FY 25	FY 26			

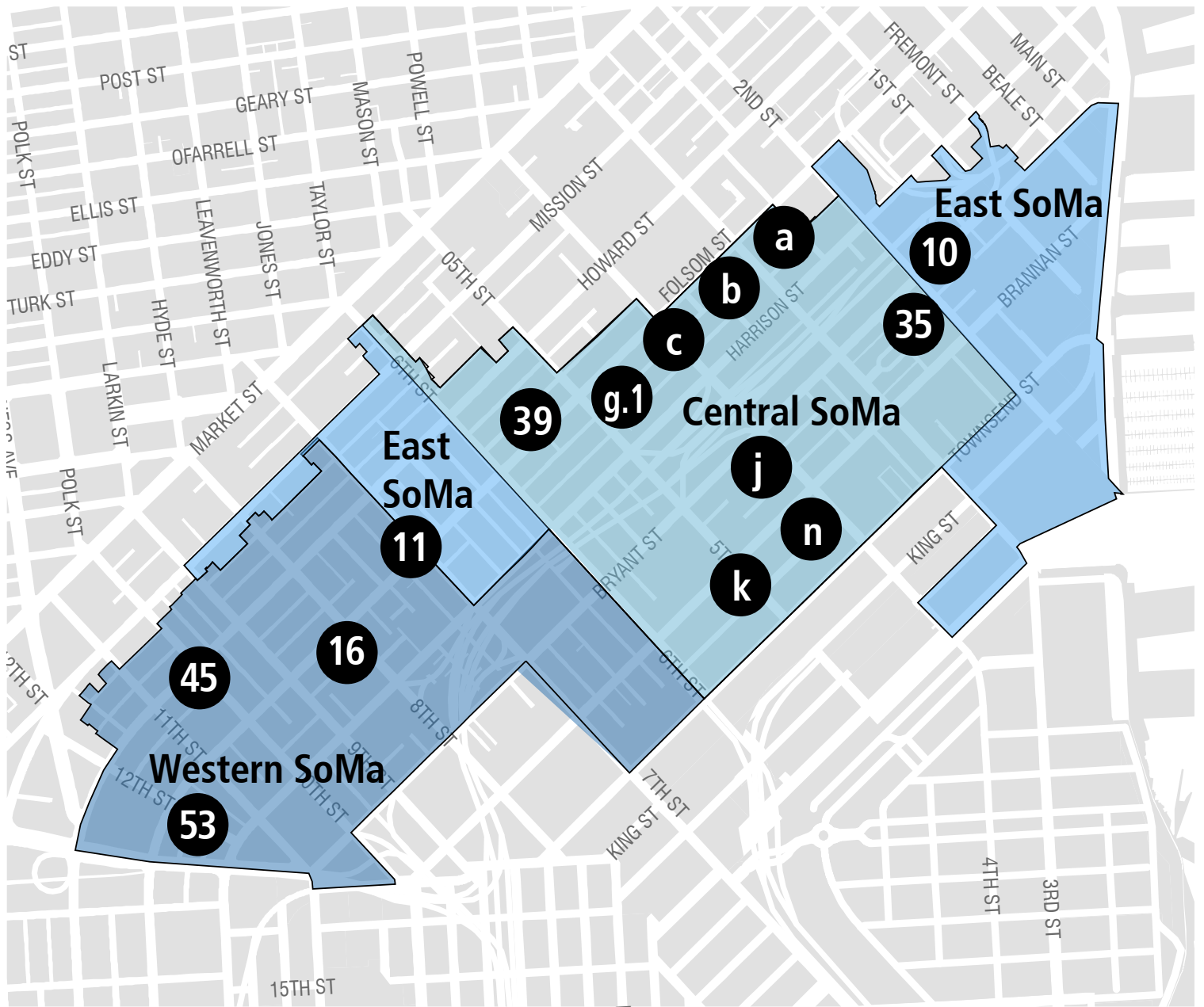
Schools and Child Care

ENI IMPACT FEES (SOMA ONLY)										
AGENCY										
	THROUGH FY21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	THROUGH FY27	FY 28-FY32	THROUGH FY32
Revenue: EI Impact Fee (Soma Only)	\$ 1,838,000	\$ 265,000	\$ 1,773,000	\$ 555,000	\$ 436,000	\$ 594,000	\$ 2,698,000	\$ 6,098,000	\$ 8,161,000	\$ 9,043,000
Revenue: Mello Roos	-	-	-	-	\$ 3,135	\$ 2,104,535	\$ 892,370	\$ 2,910,040	\$ 2,910,040	\$ 3,754,590
CHILD CARE REVENUE TOTAL	\$ 1,838,000	\$ 265,000	\$ 1,773,000	\$ 555,000	\$ 441,135	\$ 2,698,535	\$ 3,900,370	\$ 8,998,040	\$ 11,071,040	\$ 12,797,590
56.2 Child Care										
OECE	\$ 1,213,178	-	-	-	-	-	-	-	\$ 1,213,178	-
Transferred	-	-	-	-	-	-	-	-	-	-
Appropriated not Transferred	-	\$ 965,000	-	-	-	-	-	-	\$ 965,000	-
Programmed	-	-	-	\$ 1,750,822	\$ 938,000	\$ 594,000	\$ 2,698,000	\$ 5,980,822	\$ 5,980,822	\$ 6,862,822
Total	\$ 1,213,178	\$ 965,000	-	\$ 1,750,822	\$ 938,000	\$ 594,000	\$ 2,698,000	\$ 5,980,822	\$ 8,159,000	\$ 9,041,000
ad Basic Carmichael Supplemental Services										
Transferred	-	-	-	-	-	-	-	-	-	-
Appropriated not Transferred	-	-	-	-	-	-	-	-	-	-
Programmed	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-	-
Expenditure Soma	\$ 1,213,178	\$ 965,000	-	\$ 1,750,822	\$ 941,135	\$ 2,698,535	\$ 3,900,370	\$ 8,998,040	\$ 11,069,040	\$ 12,584,595
Category Balance Per Year - Soma	\$ 624,822	\$ (700,000)	\$ 1,773,000	\$ (1,195,822)	\$ (500,000)	-	\$ 77,178	\$ 2,000	\$ 2,000	\$ 212,995
Category Cumulative Balance Per Year - Soma	\$ 624,822	\$ (75,178)	\$ 1,697,822	\$ 502,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 212,995

Program Administration

Revenue: EI Impact Fee (Soma Only)	\$ 2,371,000	\$ 276,000	\$ 2,839,000	\$ 577,000	\$ 515,000	\$ 1,079,000	\$ 2,491,000	\$ 7,501,000	\$ 10,148,000	\$ 10,826,000
Revenue: Mello Roos	-	-	-	-	\$ 8,250	\$ 5,938,250	\$ 2,111,500	\$ 7,658,000	\$ 7,658,000	\$ 9,880,500
ADMIN REVENUE TOTAL	\$ 2,371,000	\$ 276,000	\$ 2,839,000	\$ 577,000	\$ 523,250	\$ 6,617,250	\$ 4,602,500	\$ 15,159,000	\$ 17,806,000	\$ 20,706,500
Admin - Soma										
Admin: Transfer to Programs - Soma	\$ 3,652,618	\$ 500,000	\$ 500,000	\$ 300,000	\$ 235,535	\$ 675,000	\$ 202,000	\$ 1,912,535	\$ 6,065,153	\$ 6,671,153
Admin: Transfer to Programs - Soma	\$ 542,000	-	-	-	-	-	-	-	\$ 542,000	\$ 542,000
Expenditure Soma	\$ 4,194,618	\$ 500,000	\$ 500,000	\$ 300,000	\$ 235,535	\$ 675,000	\$ 202,000	\$ 1,912,535	\$ 6,607,153	\$ 7,213,153
Category Balance Per Year - Soma	\$ (1,823,618)	\$ (224,000)	\$ 2,339,000	\$ 277,000	\$ 287,715	\$ 5,942,250	\$ 4,400,500	\$ 13,246,465	\$ 11,198,847	\$ 13,493,347
Category Cumulative Balance Per Year - Soma	\$ (1,823,618)	\$ (2,047,618)	\$ 291,382	\$ 568,382	\$ 856,097	\$ 6,799,347	\$ 11,198,847	\$ 11,198,847	\$ 11,198,847	\$ 12,443,347

	THROUGH FY21	FY 22 (CURRENT YEAR)	FY 23 (BUDGET YEAR)	FY 24	FY 25	FY 26	FY 27	THROUGH FY27	FY 28-FY32	THROUGH FY32
TOTAL BALANCES - Soma										
68 Revenue Totals	\$ 43,950,000	\$ 7,158,000	\$ 75,712,000	\$ 11,864,000	\$ 15,819,000	\$ 138,250,000	\$ 95,887,441	\$ 322,232,441	\$ 387,740,141	\$ 449,257,349
69 Total Expenditures	\$ 77,635,796	\$ 20,104,750	\$ 37,933,000	\$ 2,375,822	\$ 15,829,836	\$ 138,168,149	\$ 95,668,954	\$ 289,975,760	\$ 387,716,306	\$ 439,060,997
70 Annual Surplus (Deficit)	\$ (34,285,796)	\$ (12,946,750)	\$ 37,779,000	\$ 9,488,178	\$ (10,836)	\$ 81,851	\$ (81,813)	\$ 32,256,681	\$ 23,835	\$ 10,196,351
72 Cumulative Surplus (Deficit)	\$ (34,288,796)	\$ (47,175,546)	\$ (9,396,546)	\$ 91,632	\$ 80,796	\$ 162,648	\$ 80,835	\$ 80,835	\$ 80,835	\$ 10,253,351



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 completed. Undergoing long-term plant establishment

Total Costs: Approximately \$40,000,000

IPIC Funds: \$4,900,000 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 5th and Folsom between 11th and 2nd. The project will include two-way protected bikeways, a transit only lane on Folsom, bulbouts, traffic signal upgrades, new mid-block traffic signals, and public realm improvements.

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

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

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

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

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

Total Costs: \$88,200,000

IPIC Funds: \$17,842,000 appropriated in previous years; \$2,390,000 are programmed in FY22; in addition \$6,800,000 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 \$20,400,000.

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

The Central SoMa Plan calls for \$125,000,000 of local transit improvements over the next 25 years to be funded by the Eastern Neighborhoods Infrastructure Fee and the Central SoMa Infrastructure Fee. Funds are to pay for a variety of near and long-term transit service and capacity enhancements that could include transit enhancement and expansion including purchase of revenue fleet vehicles that enhance and expand Central SoMa transit service, preventive maintenance (e.g. state of good repair efforts), streetscape improvements (such as transit priority lanes and boarding islands), and service adjustments. Funds for SoMa transit improvements projects are being kept in this single line item to enable funding flexibility for the time being.

Project Origin:

Central SoMa Plan

Project Status and Delivery:

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

IPIC Funds: approximately \$61,500,000 through FY26, up to \$8,900,000 in FY22.

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

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

Project Origin: Central SoMa Plan

Project Status and Delivery: Development projects would construct improvements between 2023-2026.

IPIC Funds: In-kind agreement would be approximately \$5,000,000 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 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 appropriated 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

IPIC Funds: \$100,000 appropriated 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. [Note: this line item has been divided into two separate line items indicating which agency will take the lead]

Project Origin: Central SoMa Plan

Project Status and Delivery: Ongoing

IPIC Funds: Approximately \$36,400,000 through FY28.

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 and Park 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: Eastern Neighborhoods 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: -\$2,150,000 FY18 and prior; \$650,000 appropriated but not transferred; \$25,000,000 appropriated in FY21.

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

Rec 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 2022 to design the new park.

Project Origin: Eastern Neighborhoods 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: \$8,800,000 in FY 18 and prior; \$3,039,298 scheduled for FY 22 from Market Octavia Impact Fees.

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

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

Project Origin: Central SoMa Plan

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

IPIC Funds: Current estimate: \$38,500,000.

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

The Gene Friend Pool Annex at 88 Bluxome will include a 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. Staff are working with the project sponsor on the design for the pool and community room.

IPIC Funds: Up to \$10,000,000. Actual cost is to be determined.



5TH STREET IMPROVEMENT PROJECT: Quick-Build Improvements - Draft

5th Street from Market to Shipley streets



5th Street from Clara to Townsend streets



SOUTH OF MARKET

1. 2nd Street Streetscape Improvements Ribbon Cutting
2. View of 2nd Street Improvements
3. Tree Nursery
4. Folsom Street Improvements
5. 5th Street Improvement Project

Photo credits: (1,2,3) Public Works (4,5) SFMTA

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, Office of Community Investment and Infrastructure (OCII) and the Transbay Joint Authorities Board (TJPA). The TCDP Implementation Document established a list of infrastructure improvement projects to enhance pedestrian and transit infrastructure to accommodate the forthcoming growth in the Transit Center District as a major regional transit hub.

The TCDP established two impact fees for new development in the Transit Center District: one for open space and a second for transportation. In addition to the impact fees, a Community Facilities District (CFD or Mello Roos District) has been established to help fund the 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 \$242 million between FY22 and FY27 future towards construction of the Transbay Terminal projects and other streetscape, transit, and open space improvements. Of the \$242 million, \$187 million are specifically be allocated to TJPA-related projects, with the balance of \$54 million are to be allocated to other Transit Center related Projects.

The Planning Department projects about \$49 million in impact fee revenues available for infrastructure impact fees in the Transit Center District. Nearly \$12.7 million of these impact fees are set aside for open space while the other \$37.3 million are set aside for transportation and streetscape projects.

THE TRANSIT CENTER FUNDING PROGRAM AND ONGOING APPROACH TO ALLOCATING FUNDS TO PROJECTS

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

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

Like last year, this IPIC Report includes both Expenditure Plans for both 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 (FY23 to FY27) IPIC expects \$173,000,000 in CFD funding (both through bond issuances and pay-as-you-go special tax revenue). Of this amount, \$142,000,000 is to be reserved for TJPA projects per the Joint Community Facilities Agreement (JCFA), with about \$31,000,000 remaining for City projects.

Transit Center - IPRC Expenditure Plan - FY 23 - FY 27

Final Version - Endorsed by IPRC

Revenue - Actuals FY21 and Prior -- Projected FY22 and forward		THROUGH FY21	FY 22 (CURRENT YEAR)	FY 23 (BUDGET YEAR)	FY 24	FY 25	FY 26	FY 27	FY23 - FY27	THROUGH FY27	FY28 - FY32	THROUGH FY32
1	TRANSPORTATION / TRANSIT	\$ 61,415,000	\$ -	\$ 17,483,200	\$ -	\$ 4,348,800	\$ -	\$ 15,464,000	\$ 37,296,000	\$ 98,711,000	\$ 51,211,000	\$ 149,922,000
2	In-Kind	\$ 27,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 27,500,000	\$ -	\$ 27,500,000
3	Cash	\$ 33,915,000	\$ -	\$ 17,483,200	\$ -	\$ 4,348,800	\$ -	\$ 15,464,000	\$ 37,296,000	\$ 71,211,000	\$ 51,211,000	\$ 122,422,000
4	RECREATION AND OPEN SPACE	\$ 21,678,000	\$ -	\$ 5,876,800	\$ -	\$ 1,599,200	\$ -	\$ 4,897,600	\$ 12,373,600	\$ 34,051,600	\$ 18,747,000	\$ 52,798,600
5	In-Kind	\$ 8,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,500,000	\$ -	\$ 8,500,000
6	Cash	\$ 13,178,000	\$ -	\$ 5,876,800	\$ -	\$ 1,599,200	\$ -	\$ 4,897,600	\$ 12,373,600	\$ 25,551,600	\$ 18,747,000	\$ 44,298,600
3	Total	\$ 83,093,000	\$ -	\$ 23,360,000	\$ -	\$ 5,948,000	\$ -	\$ 20,361,600	\$ 49,669,600	\$ 132,762,600	\$ 69,958,000	\$ 202,720,600
	In-Kind	\$ 36,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 36,000,000	\$ -	\$ 36,000,000
	Cash	\$ 47,093,000	\$ -	\$ 23,360,000	\$ -	\$ 5,948,000	\$ -	\$ 20,361,600	\$ 49,669,600	\$ 96,762,600	\$ 69,958,000	\$ 166,720,600

Revenue - Actuals FY21 and Prior -- Projected FY22 and forward		THROUGH FY21	FY 22 (CURRENT YEAR)	FY 23 (BUDGET YEAR)	FY 24	FY 25	FY 26	FY 27	FY23 - FY27	THROUGH FY27	FY28 - FY32	THROUGH FY32
1	Revenue	\$ 61,415,000	\$ -	\$ 17,483,200	\$ -	\$ 4,348,800	\$ -	\$ 15,464,000	\$ 37,296,000	\$ 98,711,000	\$ 51,211,000	\$ 149,922,000

Transportation

		THROUGH FY21	FY 22 (CURRENT YEAR)	FY 23 (BUDGET YEAR)	FY 24	FY 25	FY 26	FY 27	FY23 - FY27	THROUGH FY27	FY28 - FY32	THROUGH FY32
3	Transit Center Streetscape Plan - Project Management	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4	Downtown Rail Extension Design Work	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5	Streetscape Design and Construction (1)	\$ 24,290,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 24,290,000	\$ -	\$ 24,290,000
	Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Appropriated not Transferred	\$ 6,960,000	\$ (3,127,872)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (3,127,872)	\$ 3,452,128	\$ -	\$ 3,452,128
	Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
6	Streetscape Design (Planning)	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ 100,000
	Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Appropriated not Transferred	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ 100,000
	Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
7	Phase I DTX	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ -	\$ 2,000,000
	Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Programmed	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ -	\$ 2,000,000
8	Phase II DTX	\$ 16,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,000,000	\$ -	\$ 16,000,000
	Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Appropriated not Transferred	\$ 16,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,000,000	\$ -	\$ 16,000,000
	Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
9	Railyard Realignment Study	\$ 3,800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,800,000	\$ -	\$ 3,800,000
	Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Appropriated not Transferred	\$ 3,800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,800,000	\$ -	\$ 3,800,000
	Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
10	Admin (Planning)	\$ 135,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 135,000	\$ -	\$ 135,000
	Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Appropriated not Transferred	\$ 135,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 135,000	\$ -	\$ 135,000
	Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Fee Projections and Expenditure Plans FY23-FY27 - Final Version.xlsm

Transit Center - IPIIC Expenditure Plan - FY 23 - FY 27

Final Version - Enclosed by IPIIC

Revenue - Actuals FY21 and Prior - Projected FY22 and Forward		THROUGH FY21	FY 22 (CURRENT YEAR)	FY 23 (BUDGET YEAR)	FY 24	FY 25	FY 26	FY 27	FY23 - FY27	THROUGH FY27	FY28 - FY32	THROUGH FY32
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(1) 2nd Street (Line Item 12.05) now included as part of larger Streetscape line item (Line Item No. 5)

Recreation and Open Space

19	Revenue	\$	21,678,000	\$	-	\$	5,876,800	\$	-	\$	1,599,200	\$	-	\$	4,897,600	\$	12,373,600	\$	34,051,600	\$	18,747,000	\$	52,798,600		
Expenditure																									
21	City Park (TJPA)	TJPA	2,000,000	10,044,000	Transferred	2,000,000	-	-	-	-	-	-	-	-	-	-	-	-	2,000,000	-	-	-	-	2,000,000	
				(10,044,000)	Appropriated not Transferred																				
					Programmed																				
23	Improvements to Downtown/Chinatown Parks	RPD	1,500,000	-	Transferred	1,500,000	-	-	-	-	-	-	-	-	-	-	-	-	1,500,000	-	-	-	-	1,500,000	
					Appropriated not Transferred																				
					Programmed																				
24	Central Subway Open Space	MTA	7,000,000	-	Transferred	7,000,000	-	-	-	-	-	-	-	-	-	-	-	-	7,000,000	-	-	-	-	7,000,000	
					Appropriated not Transferred																				
					Programmed																				
25	Portsmouth Square improvements (RPD)	RPD	365,000	-	Transferred	365,000	-	-	-	-	-	-	-	-	-	-	-	-	365,000	-	-	-	-	365,000	
					Appropriated not Transferred																				
					Programmed																				
26	Portsmouth Square improvements (Planning)	DCP	283,000	-	Transferred	283,000	-	-	-	-	-	-	-	-	-	-	-	-	283,000	-	-	-	-	283,000	
					Appropriated not Transferred																				
					Programmed																				
27	Guy Place Park	RPD	1,525,000	-	Transferred	1,525,000	-	-	-	-	-	-	-	-	-	-	-	-	1,525,000	-	-	-	-	1,525,000	
					Appropriated not Transferred																				
					Programmed																				
28	City Park (In-Kind - Transit Tower)	IN-KIND	8,500,000	-	Transferred	8,500,000	-	-	-	-	-	-	-	-	-	-	-	-	8,500,000	-	-	-	-	8,500,000	
					Appropriated not Transferred																				
					Programmed																				
Rec and Open Space Expenditure sub total																									
29	Category Balance Per Year		31,217,000	(10,044,000)		-	-	-	-	-	-	-	-	-	-	-	-	-	21,173,000	-	-	-	-	21,173,000	
30	Category Cumulative Balance		(9,539,000)	10,044,000		5,876,800	6,381,800	7,981,000	7,981,000	7,981,000	7,981,000	7,981,000	7,981,000	7,981,000	7,981,000	7,981,000	7,981,000	7,981,000	12,878,600	12,878,600	12,878,600	12,878,600	12,878,600	31,625,600	

RUNNING TOTALS		THROUGH FY21	FY 22 (CURRENT YEAR)	FY 23 (BUDGET YEAR)	FY 24	FY 25	FY 26	FY 27	FY23 - FY27	THROUGH FY27	FY28 - FY32	THROUGH FY32	
31	Revenue Totals	\$	-	\$	23,360,000	\$	-	\$	20,361,600	\$	49,696,600	\$	132,762,600
32	Total Expenditures	\$	(9,294,000)	\$	(7,487,743)	\$	-	\$	(6,897,743)	\$	(5,897,743)	\$	111,290,257
33	Annual Surplus (Deficit)	\$	9,294,000	\$	30,847,743	\$	-	\$	18,761,600	\$	55,557,343	\$	21,472,343
34	Cumulative Surplus (Deficit)	\$	(84,085,000)	\$	(3,237,257)	\$	(3,237,257)	\$	(2,710,743)	\$	21,472,343	\$	91,430,343

Revenue	Future Bond Issuances (1)										
	THROUGH FY21	FY22 (Current Year) (3)	FY23 (Budget Year)	FY24	FY25	FY26	FY27	FY23 - FY27	THROUGH FY27		
TJPA CFD Bond Proceeds	\$ 367,617,951	\$ 44,382,616	\$ 25,982,623	\$ -	\$ -	\$ 108,644,753	\$ -	\$ 134,627,376	\$ 520,645,320		
TJPA Pay-Go Special Tax Revenue (5)	\$ 11,619,442	\$ 1,035,374	\$ 1,230,374	\$ 1,233,569	\$ 1,254,974	\$ 1,893,375	\$ 1,916,552	\$ 7,528,844	\$ 18,953,286		
TOTAL TJPA SHARE	\$ 379,237,393	\$ 45,417,990	\$ 27,212,997	\$ 1,233,569	\$ 1,254,974	\$ 110,538,128	\$ 1,916,552	\$ 142,156,220	\$ 539,598,606		
CITY CFD Bond Proceeds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Future Bond Issuances	\$ -	\$ 23,136,412	\$ 5,473,337	\$ -	\$ -	\$ 22,886,375	\$ -	\$ 28,359,712	\$ 46,022,787		
Total City Bond Proceeds	\$ 61,158,400	\$ 23,136,412	\$ 5,473,337	\$ -	\$ -	\$ 22,886,375	\$ -	\$ 28,359,712	\$ 107,181,187		
City Pay-Go Special Tax Revenue (5, 6)	\$ 3,165,764	\$ 421,812	\$ 453,087	\$ 474,453	\$ 488,804	\$ 615,348	\$ 632,702	\$ 2,664,394	\$ 5,798,883		
TOTAL CITY SHARE	\$ 64,324,164	\$ 23,558,224	\$ 5,926,424	\$ 474,453	\$ 488,804	\$ 23,501,723	\$ 632,702	\$ 31,024,106	\$ 112,980,070		
TOTAL REVENUE	\$ 443,561,557	\$ 68,976,214	\$ 33,139,421	\$ 1,708,022	\$ 1,743,778	\$ 134,039,851	\$ 2,549,254	\$ 173,180,326	\$ 652,578,676		

1 For the TJPA Share, includes CFD bond proceeds from the Special Tax Bonds, Series 2017B, 2019B, and 2020B.
 2 For the City Share, includes CFD bond proceeds from the Special Tax Bonds, Series 2017A and 2019A. \$60,158,400 is allocated to DPW/REC and \$1,000,000 is allocated to BART.
 3 Assumes that the remaining 82.6% of special tax revenues from Blocks 9 & 1 for the TJPA Share and 17.4% of special tax revenues from Blocks 8, 9 & 1 for the City Share is leveraged in FY2022.
 4 Estimated future bond issuances are based on current development status of Conditioned Projects and timing estimates provided by OCII and Planning. Subject to change. Estimated FY2023 bond proceeds based on projected special taxes for 75 Howard.
 5 Estimated FY2026 bond proceeds based on projected special taxes for Parcel F and 95 Hawthorne. CFD Bond Proceeds represent the maximum bonding capacity for each issuance.
 6 Pay-Go Special Tax Revenue represents 10% debt service coverage required for Bonds less administrative expenses; funds are treated as an annual pay-go source.
 6 Of the City Share of Pay-Go Special Tax Revenues for Fiscal Year 2020-21, \$880,000 has been appropriated/allocated to the San Francisco County Transportation Authority for the Downtown Congestion Pricing Study Program.

Expenditure	Future Bond Issuances (1)										
	THROUGH FY21	FY22 (Current Year) (3)	FY23 (Budget Year)	FY24	FY25	FY26	FY27	FY23 - FY27	THROUGH FY27		
TJPA Projects	\$ 379,237,393	\$ 45,417,990	\$ 27,212,997	\$ 1,233,569	\$ 1,254,974	\$ 110,538,128	\$ 1,916,552	\$ 142,156,220	\$ 539,598,606		
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	\$ -	\$ 26,353,461	\$ -	\$ -	\$ -	\$ -	\$ 26,353,461	\$ 36,859,645		
TC Streetscape Total	\$ 51,015,480	\$ -	\$ 26,353,461	\$ -	\$ -	\$ -	\$ -	\$ 26,353,461	\$ 51,015,480		
BART: Embarcadero & Montgomery Stations	\$ 1,000,000	\$ 1,829,871	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,829,871	\$ 1,000,000		
Congestion Pricing Study	\$ 880,000	\$ 530,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 530,000	\$ 880,000		
Portsmouth Square	\$ 9,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,000,000		
Transit Delay Mitigation (New Buses)	\$ -	\$ 3,200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,200,000	\$ -		
2nd / Howard Park	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Traffic Studies	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
TOTAL EXPENDITURE	\$ 441,132,873	\$ 45,417,990	\$ 59,126,329	\$ 1,233,569	\$ 1,254,974	\$ 110,538,128	\$ 1,916,552	\$ 174,069,552	\$ 601,494,086		

Annual Balance	\$ 2,428,684	\$ 23,558,224	\$ (25,986,908)	\$ 474,453	\$ 488,804	\$ 23,501,723	\$ 632,702	\$ (889,226)	\$ 51,084,590
Cummulative Balance	\$ 2,428,684	\$ 25,986,908	\$ -	\$ 474,453	\$ 963,257	\$ 24,464,980	\$ 25,097,682	\$ 25,097,682	\$ 25,097,682



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

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 Spring 2022.

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).

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

The Transbay Program consists of two phases. Phase 1 – which has been completed and is currently operating – comprises design and construction of the above-grade levels of the Transit Center 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, which

has since been transferred to the Office of Community Investment and Infrastructure in 2020.

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

Project Origin:

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

Project Status and Delivery:

The Federal Transit Administration (FTA) issued an Amended Record of Decision for the Transbay Program's Supplemental Final Environmental Impact Statement/Environmental Impact Report on July 22, 2019. This document amends the 2005 Record of Decision for the Transbay Program and covers the required environmental analysis of refinements to the Downtown Rail Extension and other transportation improvements in the vicinity of the transit center. Engineering and design work is underway, and TJPA has requested entry into FTA's Capital Investment Grants New Starts program.

Total Costs:

Total estimated cost of Phase 2 was \$3.93 billion in 2016; an updated cost estimate is under development

IPIC Funds:

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

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

The Rail Alignment and Benefits (RAB) Implementation Program is a continuation of the work San Francisco Planning completed in 2018 that focused on the efficient

and effective movement of Caltrain and High Speed Rail trains through the City and into the Transbay Transit Center (TTC).

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

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

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

IPIC FUNDS:

\$3,800,000 in FY18

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

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

Total Costs:

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

IPIC FUNDS:

\$2,500,000 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:

Project is currently in the testing phase with revenue service expected to begin in Spring of 2022.

IPIC Funds:

\$7,000,000 in FY 17 and prior

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

The Transit Center District Plan explicitly anticipated sharing impact fees for park improvements in nearby Chinatown. The fees will help fund much-needed improvements to Portsmouth Square to create a central community space that is safe and welcoming to all, including the many residents of nearby affordable housing. Improvements may include a reconstruction of amenities such as the playground or addition of other amenities; pathway and accessibility improvements; landscaping and beautification; removal of the pedestrian bridge over Kearny Street; expanded clubhouse footprint, and lighting improvements.

Project Origin: The Transit Center District Plan

Project Status and Delivery: Rec and Park has a preferred plan at Portsmouth Square that is currently undergoing environmental review. \$54 million in Bond funding will be available for this project pending voter approval of the upcoming 2020 Health & Recovery G.O. Bond.

Total Costs: \$66,000,000

IPIC Funds: \$2,230,000

CBD Funds: \$9,000,000

TRANSIT DELAY MITIGATION (NEW BUSES)

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

Project Origin: The Transit Center District Plan

Project Status and Delivery: MTA is awaiting the transfer of funds to purchase new buses.

CBD Funds: \$3,200,000 in FY23 for MTA.

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

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

Traffic congestion has historically been a significant problem in downtown San Francisco and SoMa, and as the city recovers from the pandemic, we are already seeing congestion rise again. The Downtown Congestion Pricing Study is exploring how a fee to drive into downtown/SoMa during the most congested times could keep traffic moving while making our transportation system safer and more equitable, after we recover from the COVID 19 pandemic.

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

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

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

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

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

Project Origin:

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

Project Status:

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

Total Cost:

Total estimated study cost is \$3.2 million.

IPIC/ CFD Funds:

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

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

Scope of Work: This project will 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%): Spring 2022

Advertise Project: Winter 2023

Open Bids: Spring 2023

Award Contract: Summer 2023

Issue Notice to proceed: Summer 2023

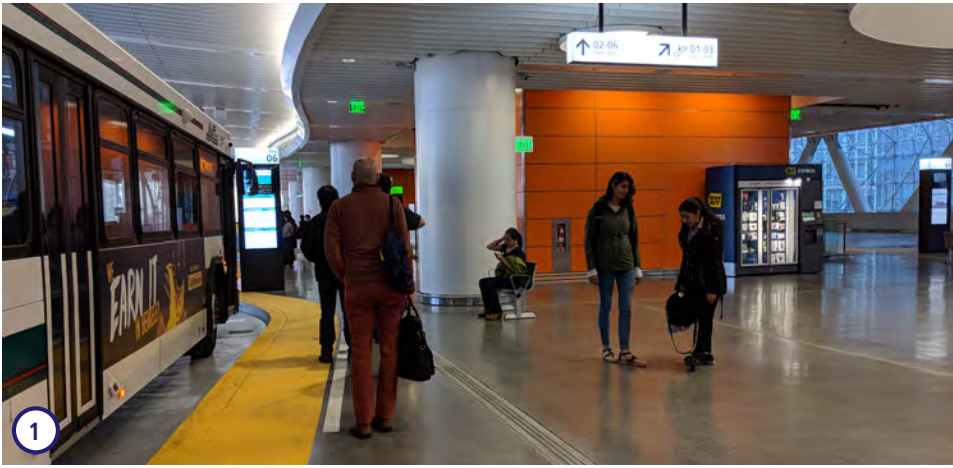
Complete Construction: Winter 2026

Complete Punch List for Grant Close-Out:
Fall 2003 / Spring 2024

Complete Extended Maintenance: Winter 2027

Total Costs: \$46-\$49 million

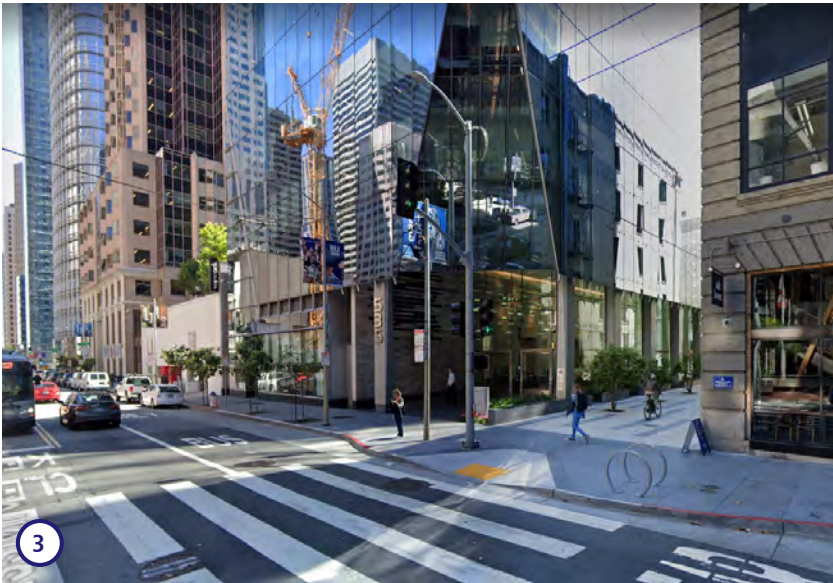
IPIC Funds: \$3M (combination from CFD and Impact Fee revenue).



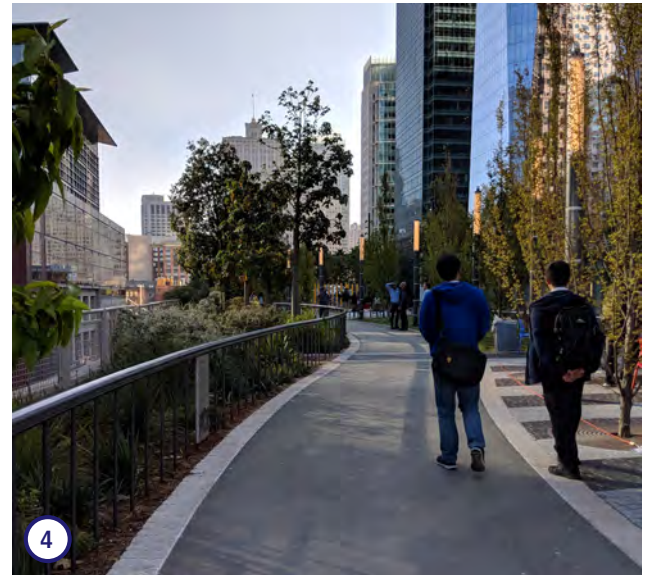
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TRANSIT CENTER DISTRICT

1. Salesforce Transit Center Bus Deck
2. Salesforce Park
3. New Midblock Crossing at Shaw and Mission
4. Salesforce Park Walking Path
5. Transit Center Park Concept Plan

Photo credits: (1, 3 4) SF Planning; (2) Google Maps (5) RP

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 \$7.6 million in fee revenue. The Planning Department, in collaboration with SFMTA, Public Works, and Recreation and Parks, has continued to engage the Visitacion Valley community to identify and prioritize projects for impact fee spending.

Because impact fee revenue in Visitacion Valley is reliant on three large-scale development projects (Executive Park, Schlage Lock and Sunnydale HOPE SF), projected revenue has the potential of changing dramatically from year to year depending on the progress of those projects. 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 23 and FY 24.

COMMUNITY ENGAGEMENT

Because the Visitacion Valley fee area is not a comprehensive plan area like the other fee areas, there is not a master list of expected community benefits. Therefore, the Planning Department, SFMTA, Public Works, and the Recreation and Parks Department are engaged with the Visitacion Valley community on an ongoing basis to prioritize for the use of impact fees. Since the Schlage 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 8, 2021. 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 is committed to holding 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 agency (i.e. 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.

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

VISITACION AVENUE-MCLAREN PARK

CONNECTOR

New sidewalks, bicycle safety improvements, and traffic calming measures are proposed for Visitacion Avenue. The Recreation and Parks Department is 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 several open spaces. Trail work begins Spring 2022 and Native Plant Garden will begin November 2021.

HERZ PLAYGROUND RENOVATION

The Recreation and Parks Department is advancing the redesign of Hertz Playground. The concept design was approved by the Recreation and Parks Commission in March 2021. Construction is estimated to take place between Summer 2022 – Spring 2023.

BLANKEN UNDERPASS ART MURAL

The installation of art murals on Blanken Avenue in the Route 101 underpass was originally proposed for implementation utilizing impact fees, however, the District 10 Supervisor provided \$20,000 in add back funding for the project. While no impact fees were used for this project, it is described in this report since it was conceived by Visitation 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. Because the mural will be installed on Caltrans property, Planning Department and Public Works staff have been working with Caltrans to secure the permit for installation. However, the Caltrans application is currently on hold until future maintenance costs can be identified.

TRANSPORTATION / COMPLETE STREETS

Of the \$4.8 million that is expected to be available for transportation spending between FY22 and FY 27, \$1 million 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, FY20, and FY21), 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

Similarly to the Transportation/Streetscape category, much of the Recreation and Open Space funds outside of Schlage Lock have been left unprogrammed. Similar to that 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)

		THROUGH FY22 (BUDGET YEAR)										THROUGH FY32	
Revenue - Actuals FY18 and Prior - Projected FY19 and Forward		FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 23 - FY27	THROUGH FY 27	FY 28 - FY32	THROUGH FY32	
V.V Fee - Other than Schrage Set Aside													
	TRANSIT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	COMPLETE STREETS	\$ 521,000	\$ -	\$ 2,189,000	\$ -	\$ -	\$ -	\$ 992,000	\$ 3,181,000	\$ 3,702,000	\$ 7,386,000	\$ 11,090,000	
	RECREATION AND OPEN SPACE	\$ 608,000	\$ -	\$ 1,217,000	\$ -	\$ -	\$ -	\$ 727,000	\$ 1,944,000	\$ 2,552,000	\$ 4,551,000	\$ 7,110,000	
	CHILDCARE	\$ 406,000	\$ -	\$ 1,562,000	\$ -	\$ -	\$ -	\$ 485,000	\$ 2,047,000	\$ 2,453,000	\$ 4,701,000	\$ 7,154,000	
	ADMIN	\$ 78,000	\$ -	\$ 374,000	\$ -	\$ -	\$ -	\$ 116,000	\$ 490,000	\$ 568,000	\$ 1,125,000	\$ 1,693,000	
	Total (for IPIIC)	\$ 1,922,000	\$ -	\$ 5,342,000	\$ -	\$ -	\$ -	\$ 2,320,000	\$ 7,662,000	\$ 9,384,000	\$ 17,771,000	\$ 27,356,000	

		THROUGH FY21										THROUGH FY27	
Expenditures: Appropriations FY19 and Prior - Planned FY20 and Forward		FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 23 - FY27	THROUGH FY 27	FY 28 - FY32	THROUGH FY32	

Transportation / Complete Streets

1	Revenue	\$ 521,000	\$ -	\$ 2,189,000	\$ -	\$ -	\$ -	\$ 992,000	\$ 3,181,000	\$ 3,702,000	\$ 4,858,000	\$ 8,560,000
	Expenditure	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2	Leland Avenue (Phase II undergrounding)											
	DPW		\$ 7,000						\$ 7,000			\$ 7,000
	Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Green Connections - Sunnydale (or other) from Schrage Lock to Sunnydale											
	DPW											
	Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4	Pedestrian, Bicycle and Streetscape Enhancement Fund (DPW)		\$ 206,000						\$ 206,000			\$ 206,000
	DPW											
	Appropriated not Transferred	\$ 3,249,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,249,000	\$ -	\$ -	\$ 3,249,000
	Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5	Pedestrian, Bicycle and Streetscape Enhancement Fund (MTA)											
	MTA											
	Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Appropriated not Transferred	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ -	\$ 300,000
	Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
7	Expenditure Sub Total	\$ 3,762,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,762,000	\$ -	\$ -	\$ 3,762,000

8	Category Balance Per Year	\$ (3,241,000)	\$ -	\$ 2,189,000	\$ -	\$ -	\$ -	\$ 992,000	\$ 3,181,000	\$ (60,000)	\$ 800,000	\$ 740,000
9	Category Cumulative Balance	\$ (3,241,000)	\$ (3,241,000)	\$ (1,052,000)	\$ (1,052,000)	\$ (1,052,000)	\$ (1,052,000)	\$ (60,000)	\$ (60,000)	\$ (60,000)	\$ 740,000	\$ 740,000

Visitacion Valley - IPIC Expenditure Plan - FY23 - FY27

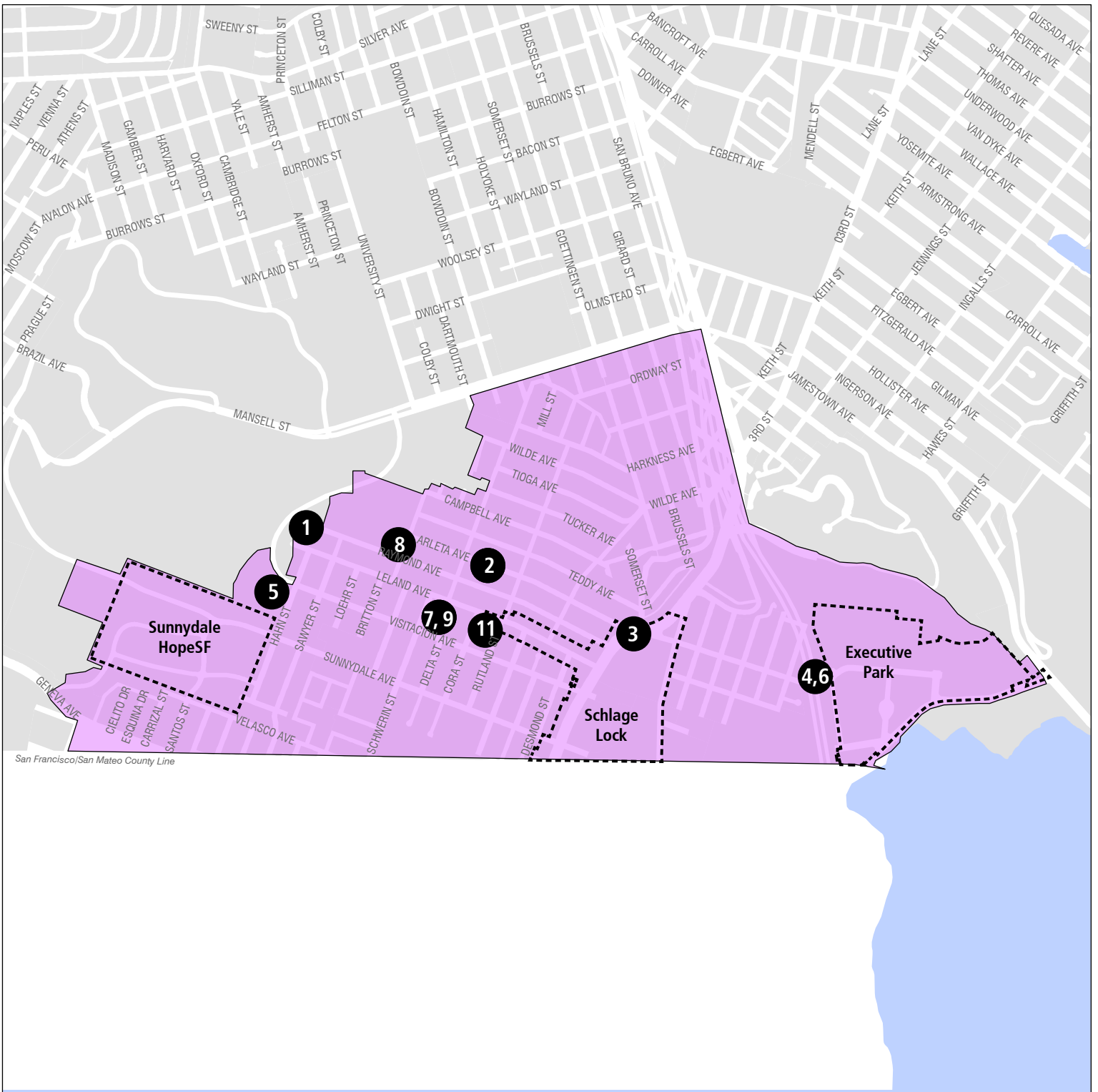
Expenditures: Appropriations FY19 and Prior - Planned FY20 and Forward		AGENCY																					
		THROUGH FY21		FY 22 (BUDGET YEAR)		FY 23		FY 24		FY 25		FY 26		FY 27		FY 23 - FY27		THROUGH FY 27		FY28 - FY32		THROUGH FY32	

Admin

27	Revenue	\$	78,000	\$	-	\$	374,000	\$	-	\$	-	\$	-	\$	116,000	\$	490,000	\$	568,000	\$	94,000	\$	662,000																		
Expenditure																																									
28	Admin	\$	114,000																					\$	114,000	\$	-	\$	-	\$	-	\$	490,000	\$	568,000	\$	94,000	\$	662,000		
DCP																																									
	Transferred	\$	114,000																					\$	114,000	\$	-	\$	-	\$	-	\$	490,000	\$	568,000	\$	94,000	\$	662,000		
	Appropriated not Transferred	\$	472,000																					\$	472,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	472,000
	Programmed	\$	-																					\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
29	Admin Transfer to Programs																																								
30	Expenditure Sub Total	\$	586,000	\$	-	\$	374,000	\$	-	\$	-	\$	-	\$	116,000	\$	490,000	\$	568,000	\$	94,000	\$	662,000																		
31	Category Balance Per Year	\$	(508,000)	\$	-	\$	374,000	\$	-	\$	-	\$	-	\$	116,000	\$	490,000	\$	568,000	\$	94,000	\$	662,000																		
32	Category Cumulative Balance Per Year	\$	(508,000)	\$	(508,000)	\$	(134,000)	\$	(134,000)	\$	(134,000)	\$	(134,000)	\$	(134,000)	\$	(54,000)	\$	(1,859,000)	\$	76,000	\$	76,000																		

RUNNING TOTALS

		THROUGH FY21		FY 22 (BUDGET YEAR)		FY 23		FY 24		FY 25		FY 26		FY 27		FY 23 - FY27		THROUGH FY 27		FY28 - FY32		THROUGH FY32	
33	Revenue Totals	\$	1,922,000	\$	-	\$	5,342,000	\$	-	\$	-	\$	-	\$	2,320,000	\$	7,662,000	\$	9,304,000	\$	17,772,000	\$	27,356,000
34	Total Expenditures	\$	10,979,000	\$	1,316,000	\$	1,316,000	\$	-	\$	-	\$	-	\$	12,014,000	\$	-	\$	12,014,000	\$	-	\$	12,014,000
35	Annual Surplus (Deficit)	\$	(8,756,000)	\$	(1,316,000)	\$	5,342,000	\$	-	\$	-	\$	-	\$	2,320,000	\$	7,662,000	\$	(2,430,000)	\$	17,772,000	\$	15,342,000
36	Cumulative Surplus (Deficit)	\$	(8,756,000)	\$	(10,092,000)	\$	(4,750,000)	\$	(4,750,000)	\$	(4,750,000)	\$	(4,750,000)	\$	(2,430,000)	\$	(2,430,000)	\$	(2,430,000)	\$	15,342,000	\$	15,342,000



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. Visitacion Avenue Design Concept
2. Visitacion 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

REMOVE? DO WE HAVE NEW MEMO?

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