

# INTERAGENCY PLAN IMPLEMENTATION COMMITTEE

ANNUAL REPORT JANUARY 2023



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Front cover photo credits (from upper left clockwise): Treat Plaza, Department of Public Works; Portsmouth Square, Recreation and Parks Department; Gene Friend renovation design, Recreation and Parks Department; Upper Market Street design, Department of Public Works

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## INTRODUCTION

The Interagency Plan Implementation Committee (IPIC) is responsible for overseeing the implementation of eleven Area Plans, which taken together, are expected to 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.

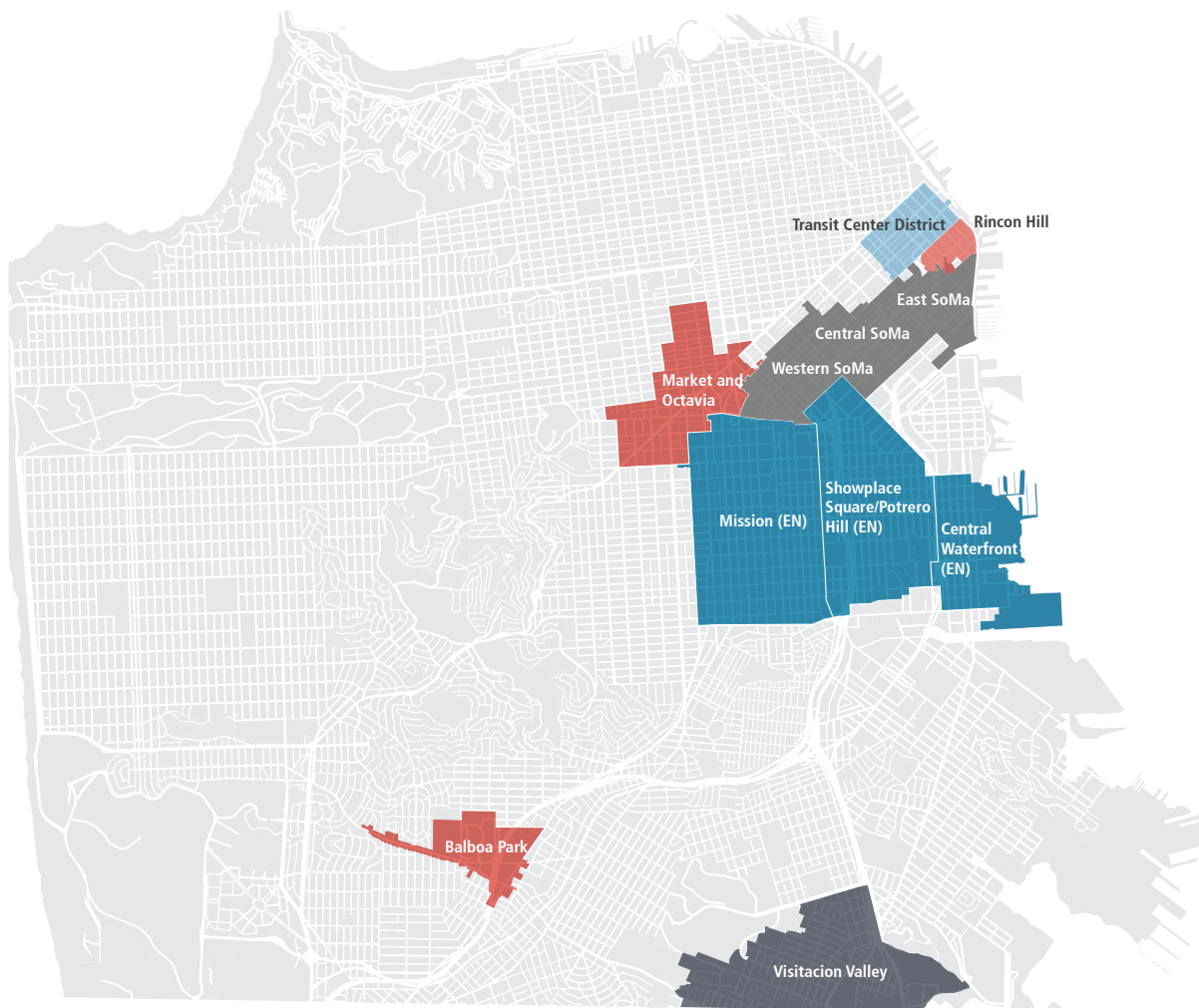
Since the creation of IPIC, the City has collected \$256 million dollars of infrastructure-related impact fees and expects to collect \$610 million over the next ten years, of which \$397 million is anticipated in the next five. This assumes development projects that are in the pipeline continue to move forward through construction, albeit at a slower pace.

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



## OVERVIEW

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 Department of Early Childhood (DEC), Office of Public Finance (OPF) Mayor's Office of Public Policy and Finance, and Capital Planning Committee, among other agencies.

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

## 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 Priority Equity Geographies, areas with a higher density of vulnerable populations including but not limited to people of color, seniors, youth, people with disabilities, linguistically isolated households, and people living in poverty or unemployed.

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 are described below.

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.

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 fourth year in a row, revenue came in more slowly than anticipated; this trend was noticed first three years ago and continues to be the trend due to the COVID-19 pandemic, the City's recovery, construction costs, and the changing nature of office use. As a result, many infrastructure projects for which funds were appropriated in FY22 and before have not received the funds as originally planned; most of the Expenditure Plans now show "appropriation deficits" through FY22, the most recently completed fiscal year.

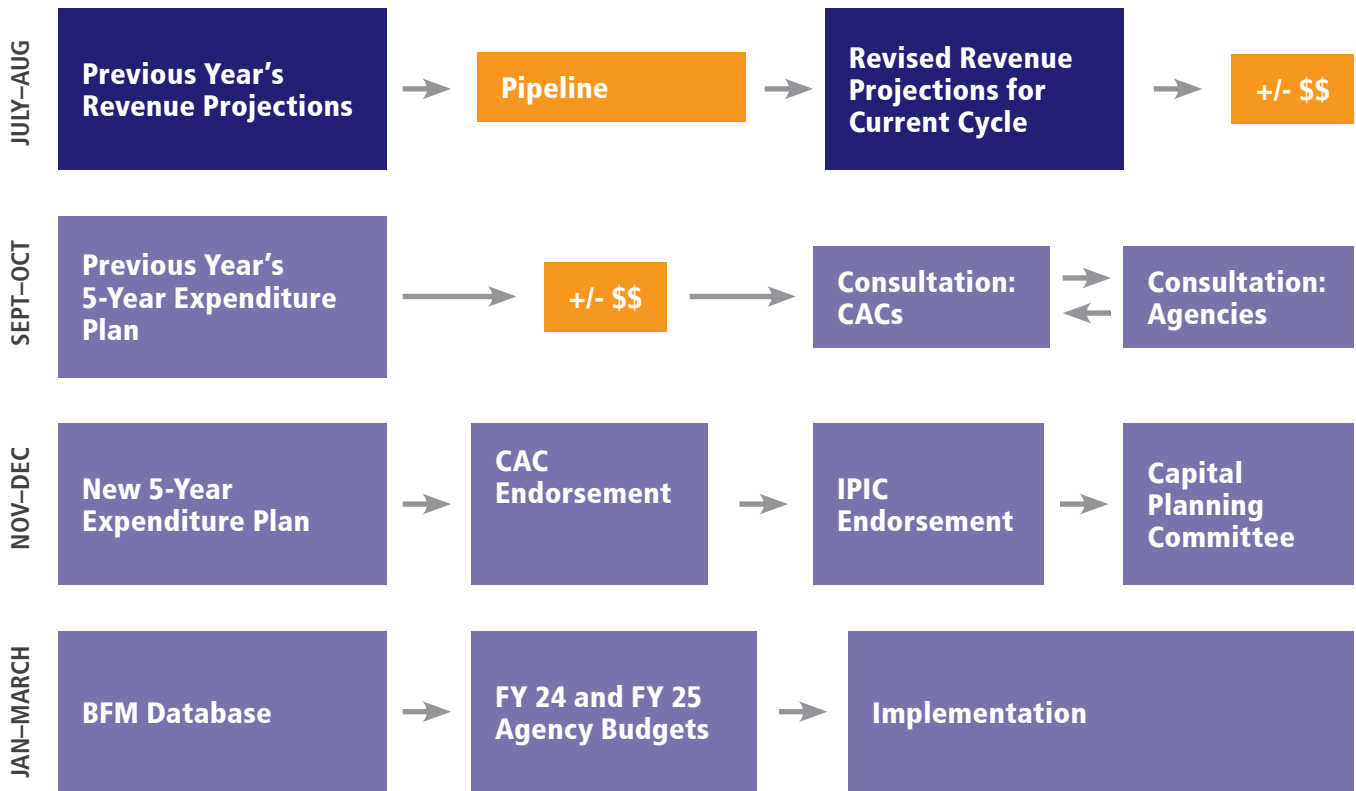
In most cases, these "appropriation deficits" also carry forward to the current and upcoming fiscal years, due to downward adjustments to revenue projections. Because revenue has not come in at the pace anticipated and the

need for revenue to catch up to previous commitments, except in a few circumstances, IPIC has decided to fund very few new projects in the next two fiscal years, and proposes pushing out previously programmed projects to FY26 and later.

### **Community Advisory Committee**

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

# IPIC BUDGET CYCLE PROCESS



## **AREA PLAN REPORTS**

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

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



# BALBOA PARK

## Background and Highlights

The Balboa Park Station Area Plan was adopted in the spring of 2009. The plan calls for a number of major transportation and public realm infrastructure improvements and 1,780 new housing units. With few of those units built or proposed, the Planning Department projects approximately \$724,000 in impact fee revenue in the Plan Area through Fiscal Year 2028.

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 2023.

### 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 summer 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**

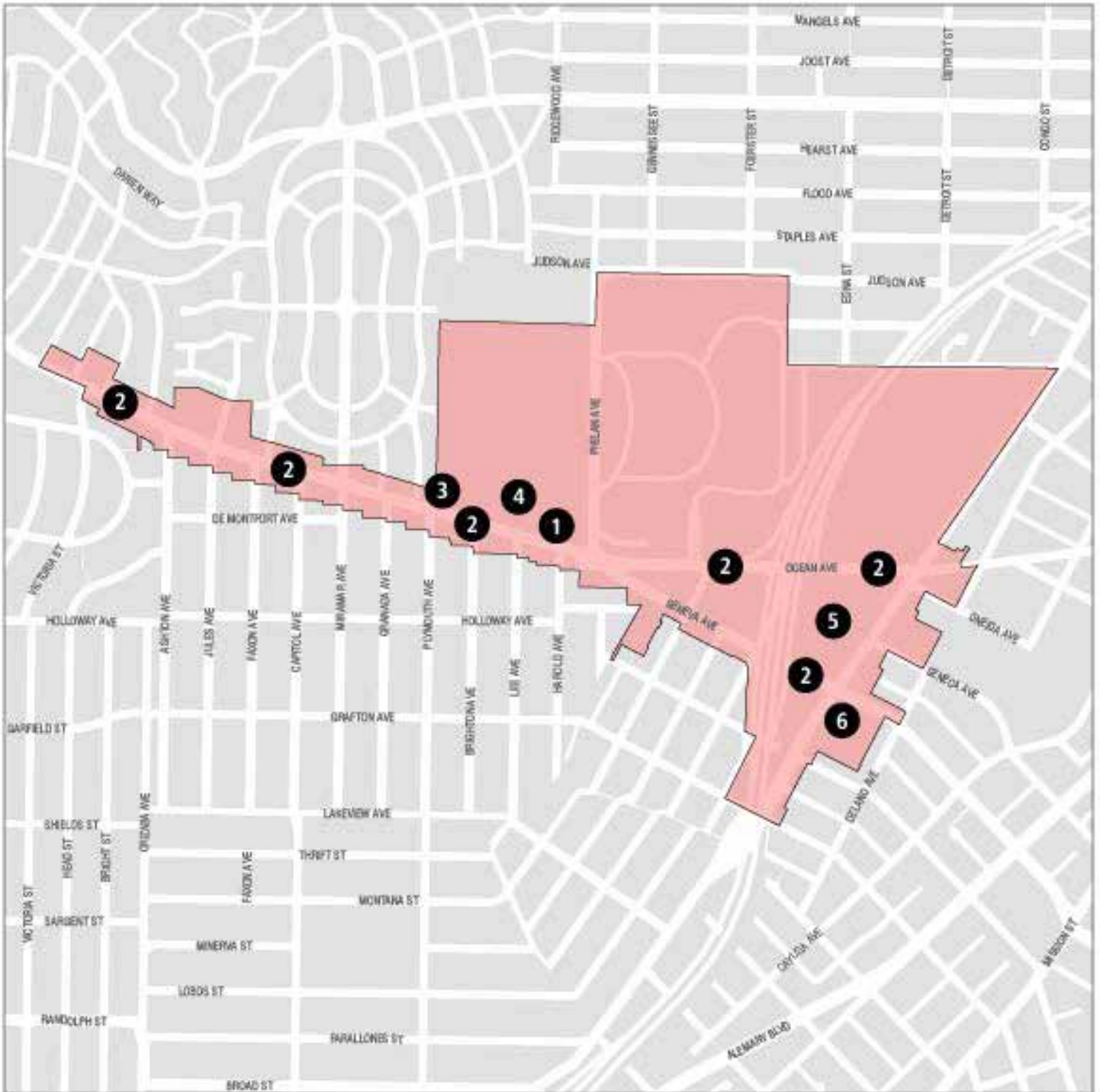
This project resulted in a planning document in early 2021 (available on its project website – [sfmta.com/oceanavesafety](https://sfmta.com/oceanavesafety)) for improving safety, accessibility, and comfort for people traveling through the Frida Kahlo Way / Ocean Ave / Geneva Ave intersection. This document 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 2023.

## **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 via the broader M Ocean View Transit and Safety Project and will seek funding for detailed design and implementation.

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

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



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

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

**Revenue And Expenditure**

Revenue Summary: Actuals Through FY22; Projected FY 23 and forward

	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 24 - FY28	THROUGH FY28	FY 29 - FY33	THROUGH FY33
	THROUGH FY22	(CURRENT YEAR)	(BUDGET YEAR 1)	(BUDGET YEAR 2)						
3 GENERAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4 TRANSPORTATION / TRANSIT	\$ 1,670,000	\$ 28,000	\$ 14,000	\$ 14,000	\$ 14,000	\$ 18,000	\$ 74,000	\$ 1,744,000	\$ 4,000	\$ 1,748,000
5 COMPLETE STREETS	\$ 263,000	\$ 81,000	\$ 41,000	\$ 41,000	\$ 41,000	\$ 51,000	\$ 214,000	\$ 477,000	\$ 13,000	\$ 490,000
6 RECREATION AND OPEN SPACE	\$ 202,000	\$ 62,000	\$ -	\$ 31,000	\$ 31,000	\$ 39,000	\$ 163,000	\$ 365,000	\$ 10,000	\$ 375,000
9 CHILDCARE	\$ 117,000	\$ 32,000	\$ -	\$ 16,000	\$ 16,000	\$ 20,000	\$ 84,000	\$ 201,000	\$ 5,000	\$ 206,000
11 ADMIN	\$ 30,000	\$ 11,000	\$ -	\$ 5,000	\$ 5,000	\$ 7,000	\$ 28,000	\$ 58,000	\$ -	\$ 60,000
12 Total	\$ 2,282,000	\$ 214,000	\$ -	\$ 107,000	\$ 107,000	\$ 135,000	\$ 563,000	\$ 2,845,000	\$ 34,000	\$ 2,879,000
13 Total In-Kind Value	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
14 Total Cash Value	\$ 2,282,000	\$ 214,000	\$ -	\$ 107,000	\$ 107,000	\$ 135,000	\$ 563,000	\$ 2,845,000	\$ 34,000	\$ 2,879,000

**Transportation / Transit**

1 Revenue	\$ 1,670,000	\$ -	\$ 28,000	\$ -	\$ 14,000	\$ 14,000	\$ 38,000	\$ 74,000	\$ 1,744,000	\$ 4,000	\$ 1,748,000
2 Expenditure	\$ 1,667,000	\$ -	\$ 38,000	\$ -	\$ -	\$ -	\$ 38,000	\$ 1,705,000	\$ -	\$ 1,705,000	
3 Transit: Planning and Near-Term Improvements/Enhancement Fund											
MTA											
Transferred	\$ 88,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 88,000	\$ -	\$ 88,000	
Appropriated/not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
IN-KIND											
Plaza (In-Kind)											
Transferred	\$ 1,579,000	\$ -	\$ 38,000	\$ -	\$ -	\$ -	\$ 38,000	\$ 1,579,000	\$ -	\$ 1,579,000	
Appropriated/not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
5 Category Balance Per Year	\$ 3,000	\$ -	\$ (10,000)	\$ -	\$ 14,000	\$ 18,000	\$ 36,000	\$ 39,000	\$ 4,000	\$ 43,000	
6 Category Cumulative Balance Per Year	\$ 3,000	\$ 3,000	\$ (7,000)	\$ 7,000	\$ 21,000	\$ 39,000	\$ 39,000	\$ 39,000	\$ 43,000	\$ 43,000	

**Complete Streets**

7 Revenue	\$ 263,000	\$ -	\$ 81,000	\$ -	\$ 41,000	\$ 41,000	\$ 51,000	\$ 214,000	\$ 477,000	\$ 13,000	\$ 490,000
8 Expenditure	\$ 294,000	\$ -	\$ 50,000	\$ -	\$ -	\$ -	\$ 50,000	\$ 344,000	\$ -	\$ 344,000	
9 Pedestrian, Bicycle and Streetscape Enhancement Fund											
DPW											
Transferred	\$ 260,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 260,000	\$ -	\$ 260,000	
Appropriated/not Transferred	\$ 34,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 34,000	\$ -	\$ 34,000	
Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
10 Category Balance Per Year	\$ (31,000)	\$ -	\$ 31,000	\$ -	\$ 41,000	\$ 41,000	\$ 51,000	\$ 169,000	\$ 13,000	\$ 182,000	
11 Category Cumulative Balance Per Year	\$ (31,000)	\$ (31,000)	\$ -	\$ 41,000	\$ 82,000	\$ 133,000	\$ 184,000	\$ 353,000	\$ 146,000	\$ 500,000	

	THROUGH FY22	FY23 (CURRENT YEAR)	FY24 (BUDGET YEAR 1)	FY25 (BUDGET YEAR 2)	FY26	FY27	FY28	FY24 - FY28	THROUGH FY28	FY29 - FY33	THROUGH FY33
<b>12. Revenue</b>	\$ 202,000	\$ -	\$ 62,000	\$ -	\$ 31,000	\$ 31,000	\$ 38,000	\$ 165,000	\$ 365,000	\$ 10,000	\$ 375,000
<b>13. Expenditure</b>	\$ 237,000	\$ -	\$ 27,000	\$ -	\$ -	\$ -	\$ -	\$ 27,000	\$ 264,000	\$ -	\$ 264,000
14. Recreation and Open Space: Planning and Near-Term Improvements Fund	\$ 233,768								\$ 233,768		\$ 233,768
	\$ 3,232		\$ 27,000						\$ 3,232		\$ 3,232
								\$ 27,000	\$ 27,000		\$ 27,000
<b>15. Category Balance Per Year</b>	\$ (35,000)	\$ -	\$ 35,000	\$ -	\$ 31,000	\$ 31,000	\$ 38,000	\$ 136,000	\$ 101,000	\$ 10,000	\$ 111,000
<b>16. Category Cumulative Balance Per Year</b>	\$ (35,000)	\$ (35,000)	\$ -	\$ -	\$ 31,000	\$ 62,000	\$ 100,000	\$ 401,000	\$ 401,000	\$ 111,000	\$ 111,000
<b>Child Care</b>											
<b>17. Revenue</b>	\$ 117,000	\$ -	\$ 32,000	\$ -	\$ 16,000	\$ 16,000	\$ 20,000	\$ 84,000	\$ 201,000	\$ 5,000	\$ 206,000
<b>18. Expenditure</b>	\$ 132,000	\$ -	\$ 17,000	\$ -	\$ -	\$ -	\$ -	\$ 17,000	\$ 149,000	\$ -	\$ 149,000
19. OECE Child Care NOFA Program	\$ 89,000								\$ 89,000		\$ 89,000
	\$ 43,000		\$ 17,000						\$ 43,000		\$ 43,000
			\$ 17,000						\$ 17,000		\$ 17,000
<b>20. Category Balance Per Year</b>	\$ (15,000)	\$ -	\$ 15,000	\$ -	\$ 16,000	\$ 16,000	\$ 20,000	\$ 67,000	\$ 52,000	\$ 5,000	\$ 57,000
<b>21. Category Cumulative Balance Per Year</b>	\$ (15,000)	\$ (15,000)	\$ -	\$ -	\$ 16,000	\$ 32,000	\$ 52,000	\$ 52,000	\$ 52,000	\$ 57,000	\$ 57,000
<b>Program Administration</b>											
<b>22. Revenue</b>	\$ 30,000	\$ -	\$ 11,000	\$ -	\$ 5,000	\$ 5,000	\$ 7,000	\$ 28,000	\$ 58,000	\$ 2,000	\$ 60,000
<b>23. Expenditure</b>	\$ 10,045	\$ -	\$ 23,955	\$ -	\$ 5,000	\$ 6,000	\$ -	\$ 34,955	\$ 45,000	\$ -	\$ 45,000
24. Admin											
25. Admin Transfer to Programs			\$ 23,955		\$ 5,000	\$ 6,000		\$ 34,955	\$ 34,955		\$ 34,955
	\$ 19,955	\$ -	\$ (12,955)	\$ -	\$ -	\$ (1,000)	\$ 7,000	\$ (6,955)	\$ 13,000	\$ 2,000	\$ 15,000
<b>26. Category Balance Per Year</b>	\$ 19,955	\$ 19,955	\$ 7,000	\$ 7,000	\$ 7,000	\$ 6,000	\$ 13,000	\$ 13,000	\$ 13,000	\$ 15,000	\$ 15,000
<b>27. Category Cumulative Balance Per Year</b>	\$ 19,955	\$ 39,910	\$ 46,910	\$ 53,910	\$ 60,910	\$ 66,910	\$ 79,910	\$ 92,910	\$ 105,910	\$ 120,910	\$ 135,910
<b>RUNNING TOTALS</b>											
<b>28. Revenue Totals</b>	\$ 2,282,000	\$ -	\$ 214,000	\$ -	\$ 107,000	\$ 107,000	\$ 136,000	\$ 563,000	\$ 2,845,000	\$ 34,000	\$ 2,879,000
<b>29. Total Expenditures</b>	\$ 2,340,045	\$ -	\$ 355,955	\$ -	\$ 5,000	\$ 6,000	\$ -	\$ 166,955	\$ 2,507,000	\$ -	\$ 2,507,000
<b>30. Annual Surplus (Deficit)</b>	\$ (58,045)	\$ -	\$ 58,045	\$ -	\$ 102,000	\$ 101,000	\$ 136,000	\$ 396,045	\$ 338,000	\$ 34,000	\$ 372,000
<b>31. Cumulative Surplus (Deficit)</b>	\$ (58,045)	\$ (58,045)	\$ -	\$ -	\$ 102,000	\$ 203,000	\$ 339,000	\$ 338,000	\$ 338,000	\$ 372,000	\$ 372,000

# 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 (FY24 through FY28), the City expects to collect about \$30,000,000 in impact fees, which is slightly higher than last year's projections. The additional revenue would be skewed toward the "Complete Streets" category because the increased revenue is projected to come from commercial projects where impact fees are weighed toward the transportation categories.

## Ongoing Planning

### SF RAILYARDS PROJECT

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

### CITIZEN ADVISORY COMMITTEE (CAC)

The CAC is to be comprised of 11 members (7 appointed by the Board of Supervisors and 4 appointed by the Mayor), however there are only currently 7 members appointed and active recruitment is ongoing for the 4 seats that are opened in District 8, District 9 and for two seats in District 10. The CAC focuses on implementation of the Eastern Neighborhoods Implementation Program and priority projects.

## Project Descriptions

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

The 16th Street Improvement Project envisions the transformation of the 16th Street corridor into a highly efficient transit corridor along with pedestrian and streetscape improvements between Church Street and 3rd Street. The project is being phased with construction completed on Phase 1 between Potrero Avenue and 3rd Street in 2020 and construction beginning on Phase 2 between Church Street and Potrero Avenue in 2021 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 began construction in 2021.

#### Total Costs:

Approximately \$78,000,000 for both phases

**IPIC Funds:**

\$21,404,000 total

\$20,365,829 transferred

\$1,038,171 appropriated not transferred

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

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

**Project Origin:**

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

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

**Project Status and Delivery:**

Complete

**Total Costs:**

Approximately \$4,600,000

**IPIC Funds:**

\$3,800,000

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

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

**Project Origin:**

EN Area Plan Implementation Maps.

**Project Status and Delivery:**

Complete.

**Total Costs:**

Approximately \$25,000,000

**IPIC Funds:**

\$1,400,000

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

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

**Project Origin:**

IPIC

**Project Status and Delivery:**

Funds 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); \$400,000 has been allocated to Treat Plaza; and \$1,092,000 has been allocated to a the Potrero Gateway Project.

Remaining funds can be used to backfill EN IPIC projects that have not received revenue transfers.

**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 was completed and documents the need for streetscape improvements throughout the Dogpatch neighborhood.

Public Works has been working with the community on an ongoing basis to identify and scope 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.

One Dogpatch Public Realm Plan project is the the Minnesota Streetscape project, which 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 was advertised Fall 2022. Construction anticipated to start Spring 2023.

**Total Costs:**

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

**IPIC Funds:**

\$9,448,000 total

\$2,819,964 transferred

\$3,313,036 appropriated not transferred

\$3,315,000 programmed FY27 through FY29

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

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

**Project Origin:**

Community sponsored and proposed project.

**Project Status and Delivery:**

Project anticipated to set Notice to Proceed in Winter 2022.

**Total Costs:**

\$5,300,000

**IPIC Funds:**

\$2,542,000 total

\$1,750,000 transferred (\$1,092,000 from FY17 Ped and Bike Fund)

\$792,000 appropriated not transferred

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

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

**Project Origin:**

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

**Project Status and Delivery:**

Completed. Undergoing long-term plant establishment period.

**Total Costs:**

\$2,100,000

**IPIC Funds:**

\$1,411,000

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

Located on a through-block facing both Harrison Street and Treat Avenue between 20th and 21st Street, the facility includes an interior basketball court and fitness center along with an outdoor playground located in an interior courtyard and programming rooms in two different facilities: Mission Recreation Center and Mission Arts Center. Mission Rec and Arts Centers are in need of 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 [to be deferred and reappropriated in FY29]
- \$940,000 appropriated but not yet transferred [to be deferred and reappropriated in FY30]
- \$1,800,000 new appropriation in FY30

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

The renovation of Jackson Playground will ensure the continued operation as an important local and regional resource and create a vibrant and safe open space for children and adults to enjoy for generations to come. The 4.9-acre Jackson Playground is located in Potrero Hill and occupies an entire city block. Jackson Playground includes picnic areas, tennis, and basketball courts, two ball fields, a children’s play area and clubhouse. REC, in collaboration with the Friends of Jackson Park (FoJP) community group, have worked on a design for the renovation of the park. Improvements will include reorientation and renovation of some existing park amenities such as the sports fields, construction of a new playground, and the relocation, renovation, and extension of the historic clubhouse.

#### **Project Origin:**

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

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

Environmental review for REC’s preferred plan at Jackson Playground has been completed in June 2022 and concept approval is anticipated in Fall 2022. The park’s renovation will receive funding from the 2020 Health & Recovery G.O. Bond as a Recovery Park, General Fund, Open Space Fund, and private fundraising generated by FoJP.

#### **Total Costs:**

\$ 42,600,000

#### **IPIC Funds:**

\$8,000,000

\$640,000 transferred

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

\$6,360,000 Programmed FY24 through FY26

### **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

**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:**

\$1,000,000

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

This line item was created to set aside sufficient funds for Central Waterfront open space rehabilitation projects. Projects for which these funds could be used include, but are not limited to parks not under RPD's jurisdiction including but not limited to 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.

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

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

**Project Origin:**

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

**Project Status and Delivery:**

Concept plans were approved by the Recreation and Park Commission in February 2021. Construction is expected to begin in the Fall of 2022.

**Total Costs:**

\$8,500,000

**IPIC Funds:**

\$3,511,000

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

Park improvements included ADA Accessibility, installation of a concrete seat wall to delineate edge of equipment, additional lighting and parcourse equipment as well as replacement of pathway along Bryant Street.

**Project Origin:** Eastern Neighborhoods

**Project Status and Delivery:**

project is completed and opened in 2019.

**Total Costs:** \$235,000 of which \$210,000 was from impact fees and \$25,000 from Addback.

## **CHILD CARE (EXPENDITURE PLAN LINE ITEM NO. 57)**

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

### **Project Origin:**

Eastern Neighborhoods Implementation Document

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

Ongoing

### **IPIC Funds:**

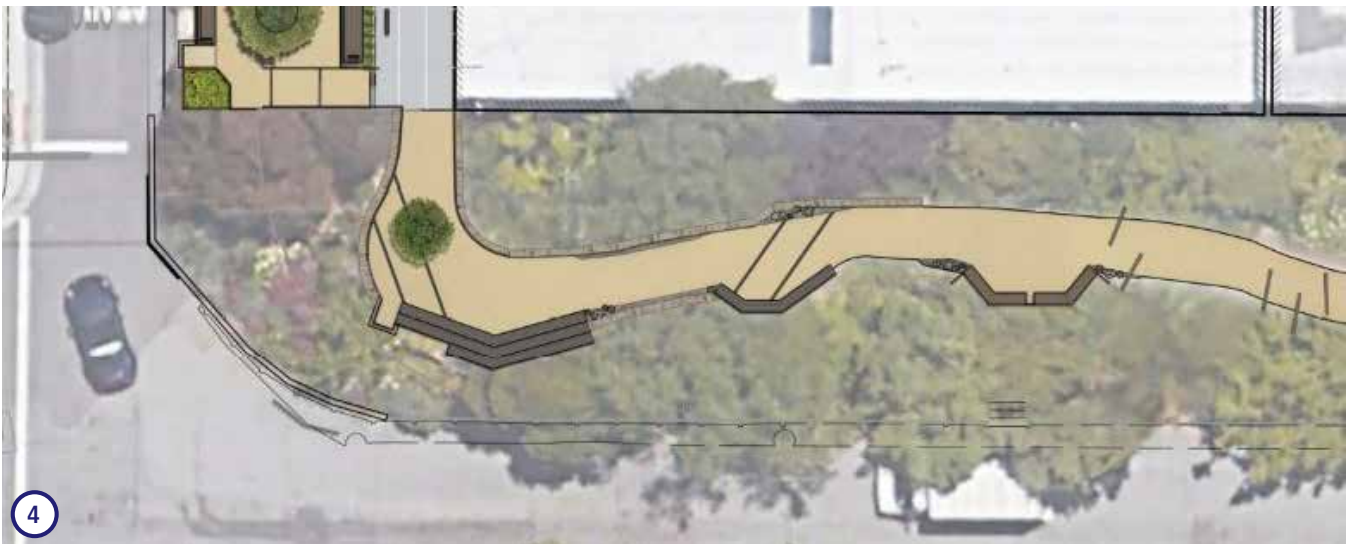
In general, DEC receives IPIC EN funds on a formulaic basis based on 6.5% on EN impact fees paid by residential projects, and 2% paid by non-residential projects.

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



## Eastern Neighborhoods

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



**EASTERN NEIGHBORHOODS**

- 1. Treat Plaza
- 2. Treat Plaza
- 3. Potrero Gateway: San Bruno Intersection Design
- 4. Minnesota Grove

Photo credits: (1-4) Public Works

**Eastern Neighborhoods** (Mission, SP/Prateno, Central Waterfront/Dogpath) - IPIC Expenditure Plan FY24 - FY28

**Revenue And Expenditure**

Revenue Summary: Actuals FY23 and prior; Projected FY24 and Forward

	THROUGH FY 22	FY 23 (CURRENT YEAR)	FY 24 (BUDGET YEAR 1)	FY 25 (BUDGET YEAR 2)	FY 26	FY 27	FY 28	FY 24 - FY 28	THROUGH FY 28	FY 29 - FY 33	FY 33
EH - Non-Soma											
HOUSING (Mission)	\$ 2,541,000	\$ 986,000	\$ 16,000	\$ 278,000	\$ 1,380,000	\$ -	\$ 50,000	\$ 1,774,000	\$ 5,251,000	\$ -	\$ 5,251,000
TRANSPORTATION / TRANSIT	\$ 14,916,000	\$ 474,000	\$ 3,098,000	\$ 1,046,000	\$ 2,189,000	\$ 298,000	\$ 936,000	\$ 7,566,000	\$ 22,956,000	\$ 1,740,000	\$ 24,696,000
COMPLETE STREETS	\$ 16,064,000	\$ 933,000	\$ 2,157,000	\$ 998,000	\$ 3,310,000	\$ 922,000	\$ 1,094,000	\$ 9,061,000	\$ 26,076,000	\$ 5,401,000	\$ 31,479,000
RECREATION AND OPEN SPACE	\$ 26,325,000	\$ 1,384,000	\$ 709,000	\$ 775,000	\$ 4,082,000	\$ 1,414,000	\$ 2,175,000	\$ 9,155,000	\$ 36,664,000	\$ 8,276,000	\$ 44,940,000
CHILDCARE	\$ 3,648,000	\$ 174,000	\$ 163,000	\$ 121,000	\$ 561,000	\$ 394,000	\$ 398,000	\$ 1,347,000	\$ 5,165,000	\$ 1,133,000	\$ 6,292,000
ADMIN	\$ 3,144,000	\$ 208,000	\$ 323,000	\$ 170,000	\$ 666,000	\$ 149,000	\$ 272,000	\$ 1,520,000	\$ 4,872,000	\$ 871,000	\$ 5,743,000
Total	\$ 66,066,000	\$ 4,159,000	\$ 6,456,000	\$ 3,588,000	\$ 12,127,000	\$ 2,977,000	\$ 5,355,000	\$ 30,393,000	\$ 103,156,000	\$ 17,421,000	\$ 118,411,000

	THROUGH FY 22	FY 23 (CURRENT YEAR)	FY 24 (BUDGET YEAR 1)	FY 25 (BUDGET YEAR 2)	FY 26	FY 27	FY 28	FY 24 - FY 28	THROUGH FY 28	FY 29 - FY 33	FY 33
Revenue	\$ 2,541,000	\$ 986,000	\$ 16,000	\$ 278,000	\$ 1,380,000	\$ -	\$ 50,000	\$ 1,774,000	\$ 5,251,000	\$ -	\$ 5,251,000

**Housing**

	THROUGH FY 22	FY 23 (CURRENT YEAR)	FY 24 (BUDGET YEAR 1)	FY 25 (BUDGET YEAR 2)	FY 26	FY 27	FY 28	FY 24 - FY 28	THROUGH FY 28	FY 29 - FY 33	FY 33
Expenditure											
Mission	\$ 1,589,000										
Transferred											
Appropriated not Transferred	\$ 533,000										
Programmed	\$ 776,000	\$ 986,000	\$ 16,000	\$ 278,000	\$ 1,380,000	\$ -	\$ 50,000	\$ 1,774,000	\$ 3,486,000	\$ -	\$ 3,486,000
Total	\$ 2,898,000	\$ 986,000	\$ 16,000	\$ 278,000	\$ 1,380,000	\$ -	\$ 50,000	\$ 1,774,000	\$ 5,608,000	\$ -	\$ 5,608,000

Expenditure - Non-Soma	\$ 2,898,000	\$ 986,000	\$ 16,000	\$ 278,000	\$ 1,380,000	\$ -	\$ 50,000	\$ 1,774,000	\$ 5,608,000	\$ -	\$ 5,608,000
Category Balance Per Year - Non-Soma	\$ (357,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (357,000)	\$ -	\$ (357,000)
Category Cumulative Balance Per Year - Non-Soma	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

		THROUGH FY 22	FY 23 (CURRENT YEAR)	FY 24 (BUDGET YEAR 1)	FY 25 (BUDGET YEAR 2)	FY 26	FY 27	FY 28	FY 24 - FY 28	THROUGH FY 28	FY 29 - FY 33	FY 33
<b>Revenue And Expenditure</b>												
<b>Transportation / Transit</b>												
Revenue Non-Soma		\$ 14,935,000	\$ 474,000	\$ 3,098,000	\$ 1,046,000	\$ 2,158,000	\$ 290,000	\$ 936,000	\$ 7,866,000	\$ 22,956,000	\$ 1,700,000	\$ 24,656,000
Expenditure												
9	16th Street / 72nd Filmore Improvements											
	MTA											
	Transferred	\$ 20,385,829								\$ 20,385,829		\$ 20,385,829
	Appropriated not Transferred	\$ 1,038,171								\$ 1,038,171		\$ 1,038,171
	Programmed											
	Total	\$ 21,424,000								\$ 21,424,000		\$ 21,424,000
12	22nd Street Green Connections											
	DPW											
	Transferred	\$ 150,000								\$ 150,000		\$ 150,000
	Appropriated not Transferred											
	Programmed											
	Total	\$ 150,000								\$ 150,000		\$ 150,000
13	Potrero Avenue Streetscape*											
	DPW											
	Transferred	\$ 1,418,000								\$ 1,418,000		\$ 1,418,000
	Appropriated not Transferred											
	Programmed											
	Total	\$ 1,418,000								\$ 1,418,000		\$ 1,418,000
14	Pedestrian, Bicycle, and Streetscape Enhancement Fund											
	DPW											
	Transferred	\$ 290,000								\$ 290,000		\$ 290,000
	Appropriated not Transferred											
	Programmed											
	Total	\$ 290,000								\$ 290,000		\$ 290,000
15	Transit Enhancement Fund - Non-Soma											
	MTA											
	Transferred	\$ 290,000								\$ 290,000		\$ 290,000
	Appropriated not Transferred											
	Programmed	\$ 170,000								\$ 170,000		\$ 170,000
	Total	\$ 460,000								\$ 460,000		\$ 460,000
Expenditure Non-Soma		\$ 23,432,000	\$ 474,000	\$ 3,098,000	\$ 1,046,000	\$ 2,158,000	\$ 290,000	\$ 936,000	\$ 7,866,000	\$ 23,432,000	\$ 250,000	\$ 23,682,000
Category Balance Per Year - Non-Soma		\$ (6,516,000)	\$ 474,000	\$ 3,098,000	\$ 1,046,000	\$ 2,158,000	\$ 290,000	\$ 936,000	\$ 7,866,000	\$ (476,000)	\$ 1,400,000	\$ 1,014,000
Category Cumulative Balance Per Year - Non-Soma		\$ (6,516,000)	\$ (6,042,000)	\$ (2,944,000)	\$ (1,898,000)	\$ (1,740,000)	\$ (1,450,000)	\$ (476,000)	\$ (476,000)	\$ (476,000)	\$ 796,000	\$ 156,000

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



Revenue And Expenditure

Complete Streets

		THROUGH FY 22	FY 23 (CURRENT YEAR)	FY 24 (BUDGET YEAR 1)	FY 25 (BUDGET YEAR 2)	FY 26	FY 27	FY 28	FY 24 - FY 28	THROUGH FY 28	FY 29 - FY 33	FY 33
Revenue Non-Soma		\$ 16,084,000	\$ 933,000	\$ 2,157,000	\$ 998,000	\$ 3,210,000	\$ 922,000	\$ 1,654,000	\$ 9,081,000	\$ 26,078,000	\$ 5,401,000	\$ 31,479,000
Expenditure												
22	2nd Street Green Connections											
	DPW											
	Transferred	\$ 3,000,000								\$ 3,000,000		\$ 3,000,000
	Appropriated not Transferred	\$ -										
	Programmed	\$ -										
	Total	\$ 3,000,000								\$ 3,000,000		\$ 3,000,000
25	Bartlett Street/ Mission Mercado											
	DPW											
	Transferred	\$ -										
	Appropriated not Transferred	\$ -										
	Programmed	\$ -										
	Total	\$ -										
26	Central Waterfront Short Term Pedestrian Improvements											
	DPW											
	Transferred	\$ 183,000										\$ 183,000
	Appropriated not Transferred	\$ -										
	Programmed	\$ -										
	Total	\$ 183,000										\$ 183,000
27	Pedestrian Bicycle, and Streetscape Enhancement Fund *											
	DPW											
	Transferred	\$ 183,000										\$ 183,000
	Appropriated not Transferred	\$ 2,939,000										\$ 2,939,000
	Programmed	\$ -										
	Total	\$ 3,122,000										\$ 3,122,000
28	Potrero Gateway (previously "The Loop")											
	DPW											
	Transferred	\$ 200,000										\$ 200,000
	Appropriated not Transferred	\$ -										
	Programmed	\$ -										
	Total	\$ 200,000										\$ 200,000

Revenue And Expenditure		THROUGH FY 22		FY 23 (CURRENT YEAR)		FY 24 (BUDGET YEAR 1)		FY 25 (BUDGET YEAR 2)		FY 26		FY 27		FY 28		THROUGH FY 28		FY 29 - FY 33		FY 33		
29	Central Waterfront(Dogpatch), Showplace/Potero Streetscape Project	DPW																				
			Transferred	\$ 2,819,964	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
			Appropriated not Transferred	\$ 3,313,086	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
			Programmed	\$ -	\$ 2,777,000	\$ 475,000	\$ 3,252,000	\$ 475,000	\$ 3,252,000	\$ 475,000	\$ 3,252,000	\$ 475,000	\$ 3,252,000	\$ 475,000	\$ 3,252,000	\$ 475,000	\$ 3,252,000	\$ 475,000	\$ 3,252,000	\$ 475,000	\$ 3,252,000	
			Total	\$ 6,133,000	\$ -	\$ -	\$ 6,133,000	\$ 475,000	\$ 3,252,000	\$ 475,000	\$ 3,252,000	\$ 475,000	\$ 3,252,000	\$ 475,000	\$ 3,252,000	\$ 475,000	\$ 3,252,000	\$ 475,000	\$ 3,252,000	\$ 475,000	\$ 3,252,000	
29.1	Treat Plaza	DPW																				
			Transferred	\$ 1,011,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
			Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
			Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
			Total	\$ 1,011,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
29.2	EN Complete Streets Unprogrammed	DPW																				
			Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
			Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
			Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
			Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
29.3	Mission Street Trees	DPW																				
			Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
			Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
			Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
			Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
			Expenditure Non-Soma	\$ 13,468,000	\$ -	\$ -	\$ 13,468,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
			Category Balance Per Year - Non-Soma	\$ 2,593,000	\$ 933,000	\$ 2,097,000	\$ 998,000	\$ 784,000	\$ 1,855,000	\$ 1,855,000	\$ 1,855,000	\$ 1,855,000	\$ 1,855,000	\$ 1,855,000	\$ 1,855,000	\$ 1,855,000	\$ 1,855,000	\$ 1,855,000	\$ 1,855,000	\$ 1,855,000	\$ 1,855,000	
			Category Cumulative Balance Per Year - Non-Soma	\$ 2,593,000	\$ 3,531,000	\$ 5,628,000	\$ 6,626,000	\$ 8,481,000	\$ 10,336,000	\$ 12,191,000	\$ 14,046,000	\$ 15,901,000	\$ 17,756,000	\$ 19,611,000	\$ 21,466,000	\$ 23,321,000	\$ 25,176,000	\$ 27,031,000	\$ 28,886,000	\$ 30,741,000	\$ 32,596,000	\$ 34,451,000

		THROUGH FY 22	FY 23 (CURRENT YEAR)	FY 24 (BUDGET YEAR 1)	FY 25 (BUDGET YEAR 2)	FY 26	FY 27	FY 28	FY 24 - FY 28	THROUGH FY 28	FY 29 - FY 33	FY 33
		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
<b>Revenue And Expenditure</b>												
<b>Revenue Non-Soma</b>		\$ 26,125,400	\$ 1,384,000	\$ 709,000	\$ 775,000	\$ 4,082,000	\$ 1,414,000	\$ 2,175,000	\$ 9,155,000	\$ 36,664,000	\$ 8,276,000	\$ 44,940,000
<b>Expenditure</b>												
34	17th and Folsom Park											
	RPD											
	Transferred	\$ 3,160,000								\$ 3,160,000		\$ 3,160,000
	Appropriated not Transferred											
	Programmed											
	Total	\$ 3,160,000								\$ 3,160,000		\$ 3,160,000
36	Franklin Square Par-Course											
	RPD											
	Transferred	\$ 210,000								\$ 210,000		\$ 210,000
	Appropriated not Transferred											
	Programmed											
	Total	\$ 210,000								\$ 210,000		\$ 210,000
38	Potrero Recreation Center											
	RPD											
	Transferred	\$ 1,080,000								\$ 1,080,000		\$ 1,080,000
	Appropriated not Transferred											
	Programmed											
	Total	\$ 1,080,000								\$ 1,080,000		\$ 1,080,000
40	Mission Recreation Center*											
	RPD											
	Transferred	\$ 1,000,000								\$ 1,000,000		\$ 1,000,000
	Appropriated not Transferred											
	Programmed	\$ 940,000								\$ 940,000		\$ 940,000
	Total	\$ 1,940,000								\$ 1,940,000		\$ 1,940,000
41	Jackson Playground*											
	RPD											
	Transferred	\$ 640,000								\$ 640,000		\$ 640,000
	Appropriated not Transferred											
	Programmed	\$ 1,000,000								\$ 1,000,000		\$ 1,000,000
	Total	\$ 1,640,000								\$ 1,640,000		\$ 1,640,000
42	Garfield Square Aquatic Center											
	RPD											
	Transferred	\$ 8,738,000								\$ 8,738,000		\$ 8,738,000
	Appropriated not Transferred											
	Programmed											
	Total	\$ 8,738,000								\$ 8,738,000		\$ 8,738,000
43	Juri Commons											
	RPD											
	Transferred	\$ 1,000,000								\$ 1,000,000		\$ 1,000,000
	Appropriated not Transferred											
	Programmed											
	Total	\$ 1,000,000								\$ 1,000,000		\$ 1,000,000
46	Central Waterfront Recreation and Open Space**											
	RPD											
	Transferred	\$ 1,956,000								\$ 1,956,000		\$ 1,956,000
	Appropriated not Transferred											
	Programmed											
	Total	\$ 1,956,000								\$ 1,956,000		\$ 1,956,000
47	Esprit Park											
	RPD											
	Transferred	\$ 3,511,000								\$ 3,511,000		\$ 3,511,000
	Appropriated not Transferred											
	Programmed											
	Total	\$ 3,511,000								\$ 3,511,000		\$ 3,511,000

# Eastern Neighborhoods

(Mission, SP/Proteno, Central Waterfront/Dogpatch) - IPIC Expenditure Plan FY24 - FY28

Revenue And Expenditure		THROUGH FY 22	FY 23 (CURRENT YEAR)	FY 24 (BUDGET YEAR 1)	FY 25 (BUDGET YEAR 2)	FY 26	FY 27	FY 28	FY 24 - FY 28	THROUGH FY 28	FY 29 - FY 33	FY 33	
48	Potero Gateway (previously "The Loop")												
	DWP												
	Transferred	\$ 458,000											
	Appropriated not Transferred	\$ 792,000											
	Programmed	\$ -											
	Total	\$ 1,250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,250,000	\$ -	\$ 1,250,000	
	ADMIN												
	Transferred	\$ 825,000											
	Appropriated not Transferred	\$ 200,000											
	Programmed	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 1,000,000	\$ 1,400,000	\$ -	\$ 1,400,000	
	Total	\$ 1,225,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 1,000,000	\$ 2,425,000	\$ -	\$ 2,425,000	
	IN-KIND												
	Transferred	\$ 2,370,000											
	Appropriated not Transferred	\$ -											
	Programmed	\$ -											
	Total	\$ 2,370,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,370,000	\$ -	\$ 2,370,000	
	IN-KIND												
	Transferred	\$ 850,000											
	Appropriated not Transferred	\$ -											
	Programmed	\$ -											
	Total	\$ 850,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 850,000	\$ -	\$ 850,000	
	Dogpatch Art Plaza (In-Kind)												
	Expenditure - Non-Soma	\$ 28,830,000	\$ 200,000	\$ 799,623	\$ 3,058,000	\$ 3,102,377	\$ 200,000	\$ 200,000	\$ 7,860,000	\$ 36,490,000	\$ 1,997,000	\$ 38,687,000	
	Category Balance Per Year - Non-Soma	\$ (2,405,000)	\$ 1,884,000	\$ (90,623)	\$ (2,283,000)	\$ 919,623	\$ 3,214,000	\$ 1,975,000	\$ 1,995,000	\$ 174,000	\$ 6,679,000	\$ 6,853,000	
	Category Cumulative Balance Per Year - Non-Soma	\$ (2,405,000)	\$ (1,821,000)	\$ (1,711,623)	\$ (3,994,623)	\$ (3,075,000)	\$ (1,861,000)	\$ 174,000	\$ 174,000	\$ 174,000	\$ 6,893,000	\$ 6,893,000	
	* Funds in hand for Mission Rec could be used for Jackson Playground, cashflow needs; fund transfers for Jackson are to be prioritized over Mission Rec in the short term.												
	** Transfer of owned funds for Central Waterfront Recreation and Open Space are de-prioritized given funding needs for other projects, specifically Jackson Park.												
	<b>Childcare</b>												
	Revenue Non-Soma	\$ 3,448,000	\$ 174,000	\$ 163,000	\$ 121,000	\$ 561,000	\$ 194,000	\$ 308,000	\$ 1,387,000	\$ 5,169,000	\$ 1,133,000	\$ 6,302,000	
	Expenditure												
	Child Care												
	OEEC												
	Transferred	\$ 2,914,223											
	Appropriated not Transferred	\$ 236,600											
	Programmed	\$ -											
	Total	\$ 3,150,823	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 127,177	\$ 327,177	\$ 271,933	\$ 399,110	
	IN-KIND												
	Transferred	\$ 1,916,000											
	Appropriated not Transferred	\$ -											
	Programmed	\$ -											
	Total	\$ 1,916,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,916,000	\$ -	\$ 1,916,000	
	Potero Launch Childcare Center (In-Kind)												
	Expenditure - Non-Soma	\$ 5,066,823	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 127,177	\$ 327,177	\$ 5,194,000	\$ 271,933	
	Category Balance Per Year - Non-Soma	\$ (1,418,823)	\$ 174,000	\$ 163,000	\$ 121,000	\$ 561,000	\$ 194,000	\$ 308,000	\$ 1,387,000	\$ 5,169,000	\$ (25,000)	\$ 1,325,067	
	Category Cumulative Balance Per Year - Non-Soma	\$ (1,418,823)	\$ (1,244,823)	\$ (1,081,823)	\$ (960,823)	\$ (399,823)	\$ (205,823)	\$ (25,000)	\$ (25,000)	\$ (25,000)	\$ 836,067	\$ 836,067	

**Eastern Neighborhoods** (Mission: SPPotero, Central Waterfront(Dogpatch)) - IPIC Expenditure Plan FY24 - FY28

		THROUGH FY 22	FY 23 (CURRENT YEAR)	FY 24 (BUDGET YEAR 1)	FY 25 (BUDGET YEAR 2)	FY 26	FY 27	FY 28	FY 24 - FY 28	THROUGH FY 28	FY 29 - FY 33	FY 33
<b>Revenue And Expenditure</b>												
<b>Program Administration</b>												
Revenue Non-Soma		\$ 3,144,000	\$ 208,000	\$ 323,000	\$ 170,000	\$ 606,000	\$ 149,000	\$ 272,000	\$ 1,520,000	\$ 4,872,000	\$ 871,000	\$ 5,743,000
Admin		\$ 2,991,750								\$ 2,991,750		\$ 2,991,750
Appropriated not Transferred		\$ 500,000								\$ 500,000		\$ 500,000
Programmed		\$ 1,490,554	\$ 100,000	\$ 100,000	\$ 100,000	\$ 83,000	\$ -	\$ 176,968	\$ 460,991	\$ 1,060,991	\$ 351,291	\$ 1,413,842
Total		\$ 3,991,750	\$ 100,000	\$ 100,000	\$ 100,000	\$ 83,000	\$ -	\$ 176,968	\$ 460,991	\$ 1,413,842	\$ 351,291	\$ 4,905,592
Admin Transfer to Programs- Non-Soma		\$ 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		\$ 4,784,554	\$ 100,000	\$ 100,000	\$ 100,000	\$ 83,000	\$ -	\$ 176,968	\$ 460,991	\$ 5,345,146	\$ 351,291	\$ 5,696,396
Category Balance Per Year- Non-Soma		\$ (1,440,554)	\$ 108,000	\$ 223,000	\$ 69,377	\$ 529,000	\$ 149,000	\$ 95,032	\$ 1,099,409	\$ (473,146)	\$ 517,749	\$ 44,604
Category Cumulative Balance Per Year- Non-Soma		\$ (1,440,554)	\$ (1,332,554)	\$ (1,240,177)	\$ (711,177)	\$ (563,177)	\$ (473,146)	\$ (473,146)	\$ (473,146)	\$ (84,386)	\$ (84,386)	\$ (84,386)
<b>Revenue And Expenditure</b>												
<b>Program Administration</b>												
Revenue Non-Soma		\$ 66,006,000	\$ 4,159,000	\$ 6,466,000	\$ 3,388,000	\$ 12,127,000	\$ 2,977,000	\$ 5,435,000	\$ 30,393,000	\$ 101,156,000	\$ 17,421,000	\$ 118,411,000
Admin		\$ 76,377,377	\$ 1,286,000	\$ 975,023	\$ 3,436,623	\$ 8,659,377	\$ 2,977,000	\$ 5,435,001	\$ 21,483,624	\$ 101,347,000	\$ 2,535,183	\$ 103,882,184
Appropriated not Transferred		\$ (12,139,377)	\$ 2,873,000	\$ 5,490,377	\$ (46,623)	\$ 3,467,623	\$ -	\$ (1)	\$ 8,909,376	\$ (357,000)	\$ 15,349,817	\$ 14,528,816
Programmed		\$ (11,922,377)	\$ (6,359,377)	\$ (3,435,000)	\$ (3,467,623)	\$ 0	\$ 0	\$ (0)	\$ (0)	\$ (0)	\$ 14,885,816	\$ 14,885,816
Total		\$ 53,866,623	\$ 6,432,623	\$ 10,931,377	\$ 0	\$ 15,586,623	\$ 2,977,000	\$ 5,434,999	\$ 38,882,676	\$ 100,799,000	\$ 19,966,183	\$ 123,767,184
Expenditure Non-Soma		\$ 66,006,000	\$ 4,159,000	\$ 6,466,000	\$ 3,388,000	\$ 12,127,000	\$ 2,977,000	\$ 5,435,000	\$ 30,393,000	\$ 101,156,000	\$ 17,421,000	\$ 118,411,000
Category Balance Per Year- Non-Soma		\$ (1,440,554)	\$ 108,000	\$ 223,000	\$ 69,377	\$ 529,000	\$ 149,000	\$ 95,032	\$ 1,099,409	\$ (473,146)	\$ 517,749	\$ 44,604
Category Cumulative Balance Per Year- Non-Soma		\$ (1,440,554)	\$ (1,332,554)	\$ (1,240,177)	\$ (711,177)	\$ (563,177)	\$ (473,146)	\$ (473,146)	\$ (473,146)	\$ (84,386)	\$ (84,386)	\$ (84,386)
68 Revenue Totals		\$ 66,006,000	\$ 4,159,000	\$ 6,466,000	\$ 3,388,000	\$ 12,127,000	\$ 2,977,000	\$ 5,435,000	\$ 30,393,000	\$ 101,156,000	\$ 17,421,000	\$ 118,411,000
69 Total Expenditures		\$ 76,377,377	\$ 1,286,000	\$ 975,023	\$ 3,436,623	\$ 8,659,377	\$ 2,977,000	\$ 5,435,001	\$ 21,483,624	\$ 101,347,000	\$ 2,535,183	\$ 103,882,184
70 Annual Surplus (Deficit)		\$ (12,139,377)	\$ 2,873,000	\$ 5,490,377	\$ (46,623)	\$ 3,467,623	\$ -	\$ (1)	\$ 8,909,376	\$ (357,000)	\$ 15,349,817	\$ 14,528,816
72 Cumulative Surplus (Deficit)		\$ (11,922,377)	\$ (6,359,377)	\$ (3,435,000)	\$ (3,467,623)	\$ 0	\$ 0	\$ (0)	\$ (0)	\$ (0)	\$ 14,885,816	\$ 14,885,816

# 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 2021, about 2,384 net new units have been added in the Plan Area; of these, about 420 units are affordable Below Market Rate (BMR) rental or ownership units, representing roughly 17 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 2021, 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.

Projects in the Van Ness and Market Special Use District (SUD) may be subject to two additional impact fees, one for housing and one for infrastructure projects.

Funds collected under the Van Ness and Market SUD Infrastructure fee are required to be allocated to the same funding categories as the area plan fees, but revenue must be prioritized for community improvement projects located within and adjacent to the SUD. Revenue from this fee is projected at a total of \$21,400,000 over the next five years. A new community facilities fee was established in 2020 to fund community facilities in and adjacent to the plan area.

In addition to impact fee revenue, other funding sources have been identified for Plan Area improvements, including revenues from the sale of the Central Freeway parcels. Parcel sales to date have yielded a total of \$56,000,000. Most of these revenues have been spent on a series of community amenities adjacent to the Central Freeway, including the West SoMa skate park and dog run, and the McCoppin Hub Plaza. An additional \$12,700,000 has been dedicated to maintaining a state of good repair for Van Ness Avenue. In addition, proceeds from the sale of remaining parcels are projected to yield a total of between \$2,000,000 and \$5,000,000; these sales may take place in 2023 or at another point in the future. The funds from these sales have not yet been programmed but must be dedicated to transportation and streetscape improvements in the Market and Octavia area.

## Ongoing Planning

### THE MARKET AND OCTAVIA COMMUNITY ADVISORY COMMITTEE

The Market and Octavia Community Advisory Committee (MO CAC) is a representative body that provides advice to the City regarding implementation of the Market and Octavia Area Plan and the Plan’s community improvements. The Market Octavia CAC aims to have a varied composition of renters, owners, small business advocates, and members of other neighborhood groups. The Market and Octavia CAC is composed of nine members of the public, appointed by the Board of Supervisors or the Mayor. The CAC currently has seven seated members, and is engaged in ongoing recruitment to fill the other two seats. The Market Octavia Community Advisory Committee approved the five-year expenditure plan on November 14, 2022, which includes support for expenditures on streetscape, transit, and bicycle infrastructure projects.

### 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 voted to tear down the freeway and replace it. The final Octavia Boulevard opened in 2005, symbolizing a win for a citizen-driven mission to create community on an underutilized site. In 2018, 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. A final conceptual design was selected through a community process in 2021 led by the Parks Alliance. The Parks Alliance

is working with the community to refine the design and outline steps for implementation. For more information on the Commemoration Project, please visit the website: [byebyefreeway.org](http://byebyefreeway.org)

## 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

\$1,713,913 transferred

\$3,536,085 appropriated not transferred

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

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

#### Project Origin:

SFMTA

#### Project Status and Delivery:

Construction complete and BRT operational.

#### Total Costs:

approx. \$309,300,000

#### MO Impact Fee Funds:

\$1,500,000

### 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:

\$4,650,000 total

\$1,000,000 transferred

\$3,650,000 appropriated not transferred

## **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-wacbtcp>.

### **Project Origin:**

Western Addition Community Based Transportation Plan (SFMTA CIP)

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

Design commenced in 2019. Construction is planned for completion in summer of 2023.

### **Total Costs:**

\$3,711,000

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

\$725,000 total

\$330,000 transferred

\$395,000 appropriated not transferred

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

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

Projects will be scoped by SFMTA on a rolling basis, with input from the MO CAC, and are anticipated to include substantial enhancements to the Van Ness Muni Station and circulation improvements in the Hub area to reduce traffic, bicycle, and pedestrian conflicts in the area. Some of this fund will be used to purchase and deploy Transit Signal Priority (TSP) devices and communications equipment in the Hub area.

### **Project Origin:**

Hub Public Realm Plan

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

Ongoing

### **Total Costs:**

TBD

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

\$11,574,000 total

\$304,000 transferred

\$5,515,860 appropriated not transferred

\$5,754,000 programmed FY26 through FY28

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

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

### **Project Origin:**

SFMTA

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

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

### **Total Costs:**

\$38,700,000

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

\$196,000 (transferred)



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

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

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

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

#### **Project Origin:**

Market and Octavia Plan

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

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

#### **Total Costs:**

\$2,700,000 (Phase One)

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

\$1,250,000 total (transferred).

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

SFMTA's Upper Market Street Safety Project is substantially funded by impact fee revenue for work along Market Street extending from Octavia Boulevard to Castro Street. Improvements include sidewalk bulbouts and ADA accessibility upgrades (most locations are implemented currently with painted pedestrian safety zones), signal timing and hardware improvements, landscaping and public realm enhancements, enhanced transit access, and bicycle improvements including enhanced bike lanes west of Buchanan and a physically protected bikeway from Buchanan/Duboce to Octavia Boulevard.

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

#### **Project Origin:**

Market and Octavia Plan

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

Construction began in July 2020. Project expected to be completed in 2023.

#### **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; Construction is planned to commence in 2023; Completion by 2024

#### **Total Costs:**

\$9,388,000

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

\$175,000 appropriated not transferred

### **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. Project anticipated to be advertised Winter 2023.

#### **Total Costs:**

\$4,500,000 over 10 years

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

\$4,500,000 total

\$1,500,000 transferred

\$2,500,000 appropriated not transferred

\$500,000 programmed in FY 26

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

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

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

#### **Project Origin:**

Market and Octavia Area Plan

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

Ongoing

#### **Total Costs:**

\$1,300,000 through FY28

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

\$1,300,000 total

\$ 600,000 transferred

\$100,000 appropriated not transferred

\$600,000 programmed FY26 through FY28

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

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

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

#### **Project Origin:**

Market and Octavia Plan; Vision Zero.

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

Ongoing

#### **Total Costs:**

\$6,700,000

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

\$6,700,000 total

\$4,700,000 transferred

\$2,000,000 appropriated not transferred

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

### **Project Description:**

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

### **Project Origin:**

Market and Octavia CAC

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

TBD

### **Total Costs:**

\$100,000

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

\$100,000 (transferred)

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

### **Project Description:**

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

\$450,000.

## **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 have been 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

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

Buchanan Street Mall is comprised of five consecutive blocks of green space, asphalt paths, and underperforming playgrounds from Eddy Street to Grove Street. Presently within the five blocks are several temporary gardens, tree planters, seating areas, decorative lighting, and interactive sculptural multimedia installations that explain the neighborhood's history. Developed through a robust community process, the project is intended to reinvigorate a long-underfunded community by creating a place that serves as a primary gathering place for the neighborhood, starting with the blocks between Eddy Street and Golden Gate Avenue and McAllister and Fulton Streets. Core design elements on all five blocks include new pedestrian lighting, new planting areas, pathways and seating areas, the memory walk, and stormwater retention features. New children's play areas (CPAs) will be constructed on the two northernmost blocks; communal gardens on the two southernmost blocks and Turk-Golden Gate; and microenterprise kiosks on the three central blocks. Other program highlights include a

new lawn, stage, picnic and BBQ areas, a multiuse sports court, and full basketball court. The project is still seeking additional funding for utility contingency and two elements that are key to the community-driven design: 1) a memory walk with embedded art and interpretive elements and 2) microenterprise kiosks to support park activation and local entrepreneurship.

**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. Adequate funding has now been secured to renovate all 5 blocks under one singular construction project. Previously, construction had been divided up into two distinct phases as sufficient funds were lacking to cover all project costs. Funding has been secured from Let’sPlaySF!, 2020 Health & Recovery Bond, SFPUC Joint Capital Infrastructure Project, IPIC funds, General Funds, CA State budget allocation and State grants (Prop 68 and ORLP).

The project is currently in the design phase, Bid/Award is expected in fall 2023, and construction is expected to begin in spring 2024.

**MO Impact Fee Funds:**

\$4,120,000 total

\$515,000 transferred

\$3,100,000 appropriated but not yet transferred

\$505,000 programmed FY 24

**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:**

\$2,524,000 through FY28

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

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

**Total Costs:** \$25,575,000 for acquisition and park development

**IPIC Funds:**

\$8,810,000 from SoMa portion of the Eastern Neighborhoods Impact fees, of which \$800,000 is on hand

\$3,100,000 appropriated from MO but not yet transferred

\$505,250 from MO programmed FY27 and FY28

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

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

**Project Origin:**

Market and Octavia Area Plan

**Project Status and Delivery:** TBD

**Total Costs:** TBD

**IPIC Funds:** \$2,000,000 in 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:** HUB Public Realm Plan

**Total Costs:** TBD

**IPIC Funds:** \$2,000,000 in FY26

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

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

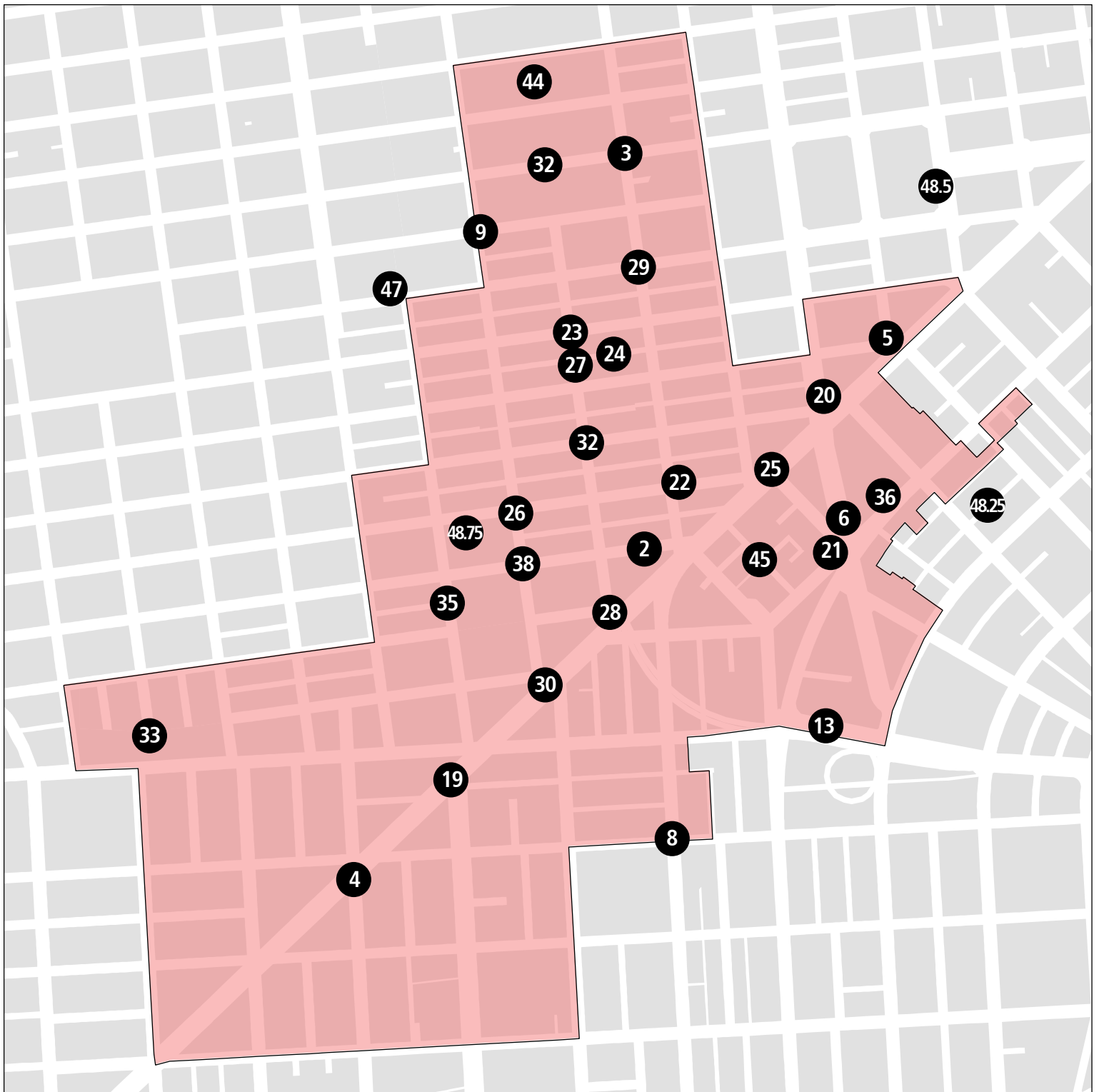
**Project Status and Delivery:**

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-Octavia Projects

- |   |  |  |
|---|--|--|
| <ul style="list-style-type: none"> <li>2. Haight Two-way Transportation and Streetscape</li> <li>3. Muni Forward</li> <li>4. Light Rail Service Enhancements</li> <li>5. Polk Street Northbound Bicycle Improvements</li> <li>6. Van Ness BRT - Van Ness and Mission Ped. Improvements</li> <li>8. Valencia Bikeway</li> <li>9. Western Addition CBTP Improvements</li> <li>10. Hub Transportation Improvements</li> <li>19. Dolores and Market Intersection Improvements (In-Kind)</li> <li>20. Oak Plaza (In-Kind)</li> <li>21. 12th / Otis Plaza (Potential In-Kind)</li> <li>22. Gough Plaza (Potential In-Kind)</li> </ul> | <ul style="list-style-type: none"> <li>23. Hayes Two-Way</li> <li>24. Living Alleys Community Challenge Grants</li> <li>25. Better Market Street - Market from 10th to Octavia</li> <li>26. Page Street Neighborway</li> <li>27. Patricia's Green Rotating Art Project</li> <li>28. Market / Octavia Plazas Rotating Art Project</li> <li>29. Pedestrian Improvements Franklin and Gough Intersections</li> <li>30. Upper Market Pedestrian Improvements</li> <li>31. Predevelopment - Upper Market Street Pedestrian Improvements</li> <li>32. Re-Establish Octavia Boulevard ROW with Hayward Park</li> <li>33. Sidewalk Green Program</li> <li>35. Koshland Park Access Improvements</li> </ul> | <ul style="list-style-type: none"> <li>36. Van Ness BRT - Van Ness and Mission Ped. Improvements</li> <li>37. Neighborhood Heritage Program</li> <li>38. Octavia Boulevard Irrigation System</li> <li>39. HUB Public Realm Improvements</li> <li>39.2 13th Street Bike Improvements</li> <li>44. Hayward Park Rehabilitation</li> <li>45. Brady Block Park - design</li> <li>47. Re-Connect Buchanan Street Mall ROW Study</li> <li>48. HUB Open Space Improvement Fund</li> <li>48.25 11th and Notama</li> <li>48.5 Civic Center/Improved Civic Center Public Spaces</li> </ul> |
|---|--|--|



## MARKET AND OCTAVIA

1. Margaret Hayward Playground
2. Upper Market Design
3. Turk Entry to Buchanan Mall
4. Buchanan Street Mall Concept Plan

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

Market Octavia - IPIC Expenditure Plan - FY 24 - FY28

Revenue And Expenditure

	THROUGH FY 22	FY 23 (CURRENT YEAR)	FY 24 (BUDGET YEAR 1)	FY 25 (BUDGET YEAR 2)	FY 26	FY 27	FY 28	FY 24 - FY 28	THROUGH FY 28	FY 29 - FY 33	THROUGH FY 33	
Revenue: Actuals FY21 and Prior -- Projected FY22 and Forward												
1	TRANSPORTATION / TRANSIT	\$ 9,318,000	\$ 3,025,000	\$ 2,792,000	\$ 2,832,000	\$ 4,606,000	\$ 821,000	\$ 1,866,000	\$ 13,017,000	\$ 25,360,000	\$ 17,614,000	\$ 42,974,000
2	COMPLETE STREETS	\$ 11,312,000	\$ 6,051,000	\$ 5,945,000	\$ 5,866,000	\$ 9,210,000	\$ 1,641,000	\$ 3,778,000	\$ 26,446,000	\$ 43,403,000	\$ 37,870,000	\$ 81,673,000
3	RECREATION AND OPEN SPACE	\$ 7,944,000	\$ 2,886,000	\$ 2,579,000	\$ 4,396,000	\$ 783,000	\$ 1,769,000	\$ 783,000	\$ 12,326,000	\$ 23,156,000	\$ 16,172,000	\$ 39,328,000
4	GREENING	\$ 4,298,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,298,000	\$ -	\$ 4,298,000
5	COMMUNITY FACILITIES	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
6	CHILDCARE	\$ 3,002,000	\$ 1,099,000	\$ 891,000	\$ 1,066,000	\$ 1,674,000	\$ 298,000	\$ 662,000	\$ 4,558,000	\$ 8,492,000	\$ 5,489,000	\$ 14,181,000
7	LIBRARY	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
8	ADMIN	\$ 1,493,000	\$ 687,000	\$ 642,000	\$ 667,000	\$ 1,047,000	\$ 187,000	\$ 425,000	\$ 2,948,000	\$ 5,548,000	\$ 4,060,000	\$ 9,608,000
9	<b>Total</b>	\$ 37,767,000	\$ 13,748,000	\$ 12,849,000	\$ 13,330,000	\$ 20,933,000	\$ 3,720,000	\$ 8,500,000	\$ 59,342,000	\$ 110,857,000	\$ 81,205,000	\$ 192,062,000

Transit

1	Revenue	\$ 9,318,000	\$ 3,025,000	\$ 2,792,000	\$ 2,832,000	\$ 4,606,000	\$ 821,000	\$ 1,866,000	\$ 13,017,000	\$ 25,360,000	\$ 17,614,000	\$ 42,974,000
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Expenditure

2	Haight Two-way Transportation and Streetscape	MTA Transferred	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ 300,000
		Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Total	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ 300,000
3	Muni Forward	MTA Transferred	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ 300,000
		Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Total	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ 300,000
4	Light Rail Service Enhancement	MTA Transferred	\$ 1,713,915	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,713,915	\$ -	\$ 1,713,915
		Appropriated not Transferred	\$ 3,536,085	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,536,085	\$ -	\$ 3,536,085
		Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Total	\$ 5,250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,250,000	\$ -	\$ 5,250,000
5	Polk Street northbound bicycle improvements	MTA Transferred	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ -	\$ 50,000
		Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Total	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ -	\$ 50,000
6	Van Ness BRT - Van Ness and Mission Ped. Improvements	MTA Transferred	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	\$ -	\$ 1,500,000
		Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Total	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	\$ -	\$ 1,500,000



Market Octavia - IPIC Expenditure Plan - FY 24 - FY28

		THROUGH	FY 23 (CURRENT	FY 24 (BUDGET	FY 25 (BUDGET	FY 26	FY 27	FY 28	FY 24 - FY 28	THROUGH	THROUGH	
		FY 22	YEAR)	YEAR 1)	YEAR 2)	YEAR 2)				FY 28	FY 29 - FY 33	THROUGH
												FY 33
7	Hub Transportation Improvements Study											
	DCP											
	Transferred	\$ 250,000										
	Appropriated not Transferred											
	Programmed											
	Total	\$ 250,000										
8	Valencia Protected Bike Lanes											
	MTA											
	Transferred	\$ 1,000,000										
	Appropriated not Transferred											
	Programmed	\$ 3,650,000										
	Total	\$ 4,650,000										
9	Western Addition CBTP Improvements											
	MTA											
	Transferred	\$ 330,000										
	Appropriated not Transferred											
	Programmed	\$ 395,000										
	Total	\$ 725,000										
10	HUB Transportation Improvements Fund											
	MTA											
	Transferred	\$ 304,000										
	Appropriated not Transferred											
	Programmed	\$ 5,515,860										
	Total	\$ 5,819,860										
10.1	Local Bus TSP											
	MTA											
	Transferred	\$ 196,000										
	Appropriated not Transferred											
	Programmed	\$ 196,000										
	Total	\$ 392,000										
15	Expenditure Sub Total	\$ 19,070,860										
16	Category Annual Balance	\$ (9,752,860)	\$ 3,025,000	\$ 2,792,000	\$ 2,832,000	\$ 1,538,860			\$ 7,262,860	\$ 535,000	\$ 529,000	\$ 1,064,000
17	Category Cumulative Balance	\$ (9,752,860)	\$ (6,727,860)	\$ (3,935,860)	\$ (1,003,860)	\$ 535,000	\$ 535,000	\$ 535,000	\$ 535,000	\$ 535,000	\$ 1,064,000	\$ 1,064,000

**Market Octavia** - IPIC Expenditure Plan - FY 24 - FY 28

**Revenue And Expenditure**

**Greening / Complete Streets**

	FY 23 (CURRENT YEAR)	FY 24 (BUDGET YEAR 1)	FY 25 (BUDGET YEAR 2)	FY 26	FY 27	FY 28	FY 24 - FY 28	THROUGH FY 33	THROUGH FY 33	
<b>18 Revenue</b>	\$ 6,051,000	\$ 5,945,000	\$ 5,866,000	\$ 9,210,000	\$ 1,641,000	\$ 3,778,000	\$ 26,440,000	\$ 46,103,000	\$ 1,666,000	\$ 49,767,000
<b>Expenditure</b>										
19 Dolores and Market Intersection Improvements (In-kind)										
<b>IN-KIND</b> Transferred	\$ 513,000									
Appropriated not Transferred										
Programmed										
<b>Total</b>	\$ 513,000									
20 Oak Plaza IKA										
<b>IN-KIND</b> Transferred										
Appropriated not Transferred										
Programmed										
<b>Total</b>										
21 12th/Otis Plaza IKA (potential - 30 Otis)										
<b>IN-KIND</b> Transferred	\$ 3,000,000									
Appropriated not Transferred										
Programmed										
<b>Total</b>	\$ 3,000,000									
22 Gough Plaza IKA (potential - 33 Gough)										
<b>IN-KIND</b> Transferred	\$ 3,000,000									
Appropriated not Transferred										
Programmed										
<b>Total</b>	\$ 3,000,000									
23 Hayes Two-way										
<b>MTA</b> Transferred	\$ 49,000									
Appropriated not Transferred										
Programmed										
<b>Total</b>	\$ 49,000									
24 Living Alleys Community Challenge Grants										
<b>DPW</b> Transferred	\$ 1,000,000									
Appropriated not Transferred										
Programmed										
<b>Total</b>	\$ 1,000,000									
24.1 Living Alleys Community Challenge Grants										
<b>ADM</b> Transferred	\$ 500,000									
Appropriated not Transferred										
Programmed										
<b>Total</b>	\$ 500,000									
25 Better Market Street- Market from 10th to Octavia										
<b>DPW</b> Transferred	\$ 1,000,000									
Appropriated not Transferred										
Programmed										
<b>Total</b>	\$ 1,000,000									
26 Page Street Neighborhood										
<b>DPW</b> Transferred	\$ 2,000,000									
Appropriated not Transferred										
Programmed										
<b>Total</b>	\$ 2,000,000									

		THROUGH FY 22	FY 23 (CURRENT YEAR)	FY 24 (BUDGET YEAR 1)	FY 25 (BUDGET YEAR 2)	FY 27	FY 28	FY 24 - FY 28 THROUGH FY 28	FY 29 - FY 33 THROUGH FY 33
26.1	Page Street Neighborhood	MTA	1,000,000						
		Transferred	\$	\$	\$	\$	\$	\$	\$
		Appropriated not Transferred	\$	\$	\$	\$	\$	\$	\$
		Programmed	\$	\$	\$	\$	\$	\$	\$
		Total	\$ 1,000,000	\$	\$	\$	\$	\$ 1,000,000	\$
26.2	Page Street Neighborhood	DCP	250,000						
		Transferred	\$	\$	\$	\$	\$	\$	\$
		Appropriated not Transferred	\$	\$	\$	\$	\$	\$	\$
		Programmed	\$	\$	\$	\$	\$	\$	\$
		Total	\$ 250,000	\$	\$	\$	\$	\$ 250,000	\$
27	Patrick's Green Rotating Art Project	ARTS	249,000						
		Transferred	\$	\$	\$	\$	\$	\$	\$
		Appropriated not Transferred	\$	\$	\$	\$	\$	\$	\$
		Programmed	\$ 111,000	\$	\$	\$	\$	\$ 111,000	\$
		Total	\$ 249,000	\$	\$	\$	\$	\$ 249,000	\$
28	Market/Octavia Plaza Rotating Art Project	ARTS	300,000						
		Transferred	\$	\$	\$	\$	\$	\$	\$
		Appropriated not Transferred	\$	\$	\$	\$	\$	\$	\$
		Programmed	\$ 50,000	\$	\$	\$	\$	\$ 50,000	\$
		Total	\$ 300,000	\$	\$	\$	\$	\$ 300,000	\$
29	Pedestrian Improvements Franklin and Gough Intersections	MTA	250,000						
		Transferred	\$	\$	\$	\$	\$	\$	\$
		Appropriated not Transferred	\$	\$	\$	\$	\$	\$	\$
		Programmed	\$	\$	\$	\$	\$	\$	\$
		Total	\$ 250,000	\$	\$	\$	\$	\$ 250,000	\$
30	Upper Market Pedestrian Improvements	DPW	2,088,157						
		Transferred	\$	\$	\$	\$	\$	\$	\$
		Appropriated not Transferred	\$	\$	\$	\$	\$	\$	\$
		Programmed	\$	\$	\$	\$	\$	\$	\$
		Total	\$ 2,088,157	\$	\$	\$	\$	\$ 2,088,157	\$
30.1	Upper Market Pedestrian Improvements	MTA	2,217,100						
		Transferred	\$	\$	\$	\$	\$	\$	\$
		Appropriated not Transferred	\$	\$	\$	\$	\$	\$	\$
		Programmed	\$	\$	\$	\$	\$	\$	\$
		Total	\$ 2,217,100	\$	\$	\$	\$	\$ 2,217,100	\$
31	Predevelopment - Upper Market Pedestrian Improvements	MTA	50,000						
		Transferred	\$	\$	\$	\$	\$	\$	\$
		Appropriated not Transferred	\$	\$	\$	\$	\$	\$	\$
		Programmed	\$	\$	\$	\$	\$	\$	\$
		Total	\$ 50,000	\$	\$	\$	\$	\$ 50,000	\$
32	Re-establish Octavia Boulevard ROW with Hayward Park	DCP	150,000						
		Transferred	\$	\$	\$	\$	\$	\$	\$
		Appropriated not Transferred	\$	\$	\$	\$	\$	\$	\$
		Programmed	\$	\$	\$	\$	\$	\$	\$
		Total	\$ 150,000	\$	\$	\$	\$	\$ 150,000	\$
33	Sidewalk Greening Program	DPW	300,000						
		Transferred	\$	\$	\$	\$	\$	\$	\$
		Appropriated not Transferred	\$	\$	\$	\$	\$	\$	\$
		Programmed	\$ 100,000	\$	\$	\$	\$	\$ 100,000	\$
		Total	\$ 300,000	\$	\$	\$	\$	\$ 300,000	\$
		Transferred	\$ 600,000	\$	\$	\$	\$	\$ 600,000	\$
		Appropriated not Transferred	\$	\$	\$	\$	\$	\$	\$
		Programmed	\$ 100,000	\$	\$	\$	\$	\$ 100,000	\$
		Total	\$ 700,000	\$	\$	\$	\$	\$ 700,000	\$

Revenue And Expenditure		THROUGH FY 22	FY 23 (CURRENT YEAR)	FY 24 (BUDGET YEAR 1)	FY 25 (BUDGET YEAR 2)	FY 26	FY 27	FY 28	FY 24 - FY 28 THROUGH FY 28	FY 29 - FY 33 THROUGH FY 33
34	Streetscape Enhancement Fund									
	DPW									
	Transferred	\$ 2,350,000							\$ -	\$ 2,350,000
	Appropriated not Transferred	\$ -							\$ -	\$ -
	Programmed	\$ 2,000,000							\$ 2,000,000	\$ -
	Total	\$ 4,350,000							\$ 4,350,000	\$ -
34.1	Streetscape Enhancement Fund									
	Transferred	\$ 4,350,000							\$ -	\$ 4,350,000
	Appropriated not Transferred	\$ -							\$ -	\$ -
	Programmed	\$ 2,350,000							\$ 2,350,000	\$ -
	Total	\$ 2,350,000							\$ 2,350,000	\$ -
35	Koshland Park Access Improvements									
	DPW									
	Transferred	\$ 450,000							\$ -	\$ 450,000
	Appropriated not Transferred	\$ -							\$ -	\$ -
	Programmed	\$ -							\$ -	\$ -
	Total	\$ 450,000							\$ -	\$ 450,000
36	Van Ness BRT - Van Ness and Mission ped.									
	DPW									
	Transferred	\$ 500,000							\$ -	\$ 500,000
	Appropriated not Transferred	\$ -							\$ -	\$ -
	Programmed	\$ -							\$ -	\$ -
	Total	\$ 500,000							\$ -	\$ 500,000
37	Neighborhood Heritage Program									
	DPW									
	Transferred	\$ 50,000							\$ -	\$ 50,000
	Appropriated not Transferred	\$ -							\$ -	\$ -
	Programmed	\$ -							\$ -	\$ -
	Total	\$ 50,000							\$ -	\$ 50,000
38	Octavia Boulevard Irrigation System									
	DPW									
	Transferred	\$ 100,000							\$ -	\$ 100,000
	Appropriated not Transferred	\$ -							\$ -	\$ -
	Programmed	\$ -							\$ -	\$ -
	Total	\$ 100,000							\$ -	\$ 100,000
39	HUB Public Realm Improvements Plan									
	DPW									
	Transferred	\$ 11,468,372							\$ -	\$ 11,468,372
	Appropriated not Transferred	\$ -							\$ -	\$ -
	Programmed	\$ -							\$ -	\$ -
	Total	\$ 11,468,372							\$ -	\$ 11,468,372
39.2	13th Street									
	DPW									
	Transferred	\$ 11,468,372							\$ 3,628,000	\$ 1,177,478
	Appropriated not Transferred	\$ -							\$ -	\$ -
	Programmed	\$ -							\$ -	\$ -
	Total	\$ 11,468,372							\$ 3,628,000	\$ 1,177,478
39.2	13th Street									
	MTA									
	Transferred	\$ 175,000							\$ -	\$ -
	Appropriated not Transferred	\$ -							\$ -	\$ -
	Programmed	\$ -							\$ -	\$ -
	Total	\$ 175,000							\$ -	\$ -
40	Expenditure Sub Total	\$ 36,270,629							\$ 10,758,971	\$ 47,029,600
41	Category Annual Balance	\$ (20,600,629)	\$ 6,051,000	\$ 5,945,000	\$ 5,865,000	\$ 6,051,622	\$ (2,180,893)	\$ -	\$ 15,661,629	\$ 3,072,000
42	Category Cumulative Balance	\$ (20,600,629)	\$ (14,609,629)	\$ (8,664,629)	\$ (2,798,629)	\$ 3,652,893	\$ 1,072,000	\$ 1,072,000	\$ 4,072,000	\$ 54,000

		THROUGH FY 22	FY 23 (CURRENT YEAR)	FY 24 (BUDGET YEAR 1)	FY 25 (BUDGET YEAR 2)	FY 26	FY 27	FY 28	FY 24 - FY 28	THROUGH FY 28	FY 29 - FY 33	THROUGH FY 33
<b>Revenue And Expenditure</b>												
<b>Recreation and Open Space</b>												
43	Revenue	\$ 7,944,000	\$ 2,886,000	\$ 2,579,000	\$ 2,799,000	\$ 4,396,000	\$ 783,000	\$ 1,769,000	\$ 12,326,000	\$ 23,156,000	\$ 16,172,000	\$ 39,328,000
<b>Expenditure</b>												
44	Hayward Park											
	RPD	\$ 7,984,000							\$ -	\$ 7,984,000	\$ -	\$ 7,984,000
	Transferred	\$ -							\$ -	\$ -	\$ -	\$ -
	Appropriated not Transferred	\$ -							\$ -	\$ -	\$ -	\$ -
	Programmed	\$ -							\$ -	\$ -	\$ -	\$ -
	Total	\$ 7,984,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,984,000	\$ -	\$ 7,984,000
45	Brady Block Park - design											
	DCP	\$ 200,000							\$ -	\$ 200,000	\$ -	\$ 200,000
	Transferred	\$ -							\$ -	\$ -	\$ -	\$ -
	Appropriated not Transferred	\$ -							\$ -	\$ -	\$ -	\$ -
	Programmed	\$ -							\$ -	\$ -	\$ -	\$ -
	Total	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ -	\$ 200,000
46	Community Challenge Grant											
	ADM	\$ 100,000							\$ -	\$ 100,000	\$ -	\$ 100,000
	Transferred	\$ -							\$ -	\$ -	\$ -	\$ -
	Appropriated not Transferred	\$ -							\$ -	\$ -	\$ -	\$ -
	Programmed	\$ -							\$ -	\$ -	\$ -	\$ -
	Total	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ 100,000
47	Buchanan Street Mall											
	RPD	\$ 515,000							\$ -	\$ 515,000	\$ -	\$ 515,000
	Transferred	\$ -							\$ -	\$ -	\$ -	\$ -
	Appropriated not Transferred	\$ -							\$ -	\$ -	\$ -	\$ -
	Programmed	\$ 515,000							\$ -	\$ 515,000	\$ -	\$ 515,000
	Total	\$ 515,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 515,000	\$ -	\$ 515,000
	ADM	\$ 3,100,000							\$ -	\$ 3,100,000	\$ -	\$ 3,100,000
	Transferred	\$ -							\$ -	\$ -	\$ -	\$ -
	Appropriated not Transferred	\$ -							\$ -	\$ -	\$ -	\$ -
	Programmed	\$ 3,100,000							\$ -	\$ 3,100,000	\$ -	\$ 3,100,000
	Total	\$ 3,100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,100,000	\$ -	\$ 3,100,000
	ADM	\$ 505,250							\$ -	\$ 505,250	\$ -	\$ 505,250
	Transferred	\$ -							\$ -	\$ -	\$ -	\$ -
	Appropriated not Transferred	\$ -							\$ -	\$ -	\$ -	\$ -
	Programmed	\$ 505,250							\$ -	\$ 505,250	\$ -	\$ 505,250
	Total	\$ 505,250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 505,250	\$ -	\$ 505,250
	ADM	\$ 3,615,000							\$ -	\$ 3,615,000	\$ -	\$ 3,615,000
	Transferred	\$ -							\$ -	\$ -	\$ -	\$ -
	Appropriated not Transferred	\$ -							\$ -	\$ -	\$ -	\$ -
	Programmed	\$ 3,615,000							\$ -	\$ 3,615,000	\$ -	\$ 3,615,000
	Total	\$ 3,615,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,615,000	\$ -	\$ 3,615,000
	ADM	\$ 4,120,250							\$ -	\$ 4,120,250	\$ -	\$ 4,120,250
	Transferred	\$ -							\$ -	\$ -	\$ -	\$ -
	Appropriated not Transferred	\$ -							\$ -	\$ -	\$ -	\$ -
	Programmed	\$ 4,120,250							\$ -	\$ 4,120,250	\$ -	\$ 4,120,250
	Total	\$ 4,120,250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,120,250	\$ -	\$ 4,120,250
	ADM	\$ 7,897,500							\$ -	\$ 7,897,500	\$ -	\$ 7,897,500
	Transferred	\$ -							\$ -	\$ -	\$ -	\$ -
	Appropriated not Transferred	\$ -							\$ -	\$ -	\$ -	\$ -
	Programmed	\$ 7,897,500							\$ -	\$ 7,897,500	\$ -	\$ 7,897,500
	Total	\$ 7,897,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,897,500	\$ -	\$ 7,897,500

		THROUGH	FY 23 (CURRENT	FY 24 (BUDGET	FY 25 (BUDGET	FY 26	FY 27	FY 28	FY 24 - FY 28	THROUGH	FY 29 - FY 33	THROUGH
		FY 22	YEAR)	YEAR 1)	YEAR 2)					FY 28		FY 33
48	HUB Open Space Improvements Fund											
	<b>RPD</b>											
	Transferred											
	Appropriated not Transferred	\$ 498,810										
	Programmed	\$ -										
	Total	\$ 498,810										
	Programmed	\$ -										
	Total	\$ 498,810										
48.25	11th and Nolana											
	<b>RPD</b>											
	Transferred											
	Appropriated not Transferred	\$ 3,100,000										
	Programmed	\$ -										
	Total	\$ 3,100,000										
	Programmed	\$ -										
	Total	\$ 3,100,000										
48.5	Civic Center											
	<b>RPD</b>											
	Transferred											
	Appropriated not Transferred	\$ -										
	Programmed	\$ -										
	Total	\$ -										
	Programmed	\$ -										
	Total	\$ -										
48.75	Koshland Park											
	<b>RPD</b>											
	Transferred											
	Appropriated not Transferred	\$ -										
	Programmed	\$ -										
	Total	\$ -										
	Programmed	\$ -										
	Total	\$ -										
48.9	Other Open Space											
	<b>RPD</b>											
	Transferred											
	Appropriated not Transferred	\$ -										
	Programmed	\$ -										
	Total	\$ -										
	Programmed	\$ -										
	Total	\$ -										
49	Expenditure Sub Total	\$ 15,497,810										
	Transferred	\$ -										
	Appropriated not Transferred	\$ -										
	Programmed	\$ -										
	Total	\$ -										
	Programmed	\$ -										
	Total	\$ -										
50	Category Annual Balance	\$ (7,653,810)										
51	Category Cumulative Balance Per Year	\$ (7,653,810)										

Market Octavia		Revenue And Expenditure										
		THROUGH FY 22	FY 23 (CURRENT YEAR)	FY 24 (BUDGET YEAR 1)	FY 25 (BUDGET YEAR 2)	FY 26	FY 27	FY 28	FY 24 - FY28	THROUGH FY 28	FY 29 - FY 33	THROUGH FY 33
<b>Child Care</b>												
52	Revenue		\$ 1,099,000	\$ 891,000	\$ 1,066,000	\$ 1,674,000	\$ 290,000	\$ 662,000	\$ 4,591,000	\$ 9,492,000	\$ 5,480,000	\$ 14,151,000
<b>Expenditure</b>												
53 OECE Child Care NOFA Program												
	Transferred	\$ 1,273,000										
	Appropriated not Transferred	\$ 4,808,000										
	Programmed											
	Total	\$ 6,081,000										
55	Expenditure Sub Total											
	Transferred	\$ 1,273,000										
	Appropriated not Transferred	\$ 4,808,000										
	Programmed											
	Total	\$ 6,081,000										
56	Category Annual Balance	\$ (3,079,000)	\$ 1,099,000	\$ 891,000	\$ (44,000)	\$ 1,443,000	\$ (262,000)	\$ (320,000)	\$ 2,175,000	\$ 195,000	\$ 500,000	\$ 275,000
57	Category Cumulative Balance	\$ (3,079,000)	\$ (1,980,000)	\$ (1,089,000)	\$ (87,000)	\$ (335,000)	\$ (625,000)	\$ (987,000)	\$ 195,000	\$ 195,000	\$ 275,000	\$ 275,000
<b>Program Administration</b>												
58	Revenue		\$ 1,893,000	\$ 687,000	\$ 642,000	\$ 1,047,000	\$ 187,000	\$ 425,000	\$ 2,980,000	\$ 5,546,000	\$ 4,080,000	\$ 9,626,000
<b>Expenditure</b>												
59 Admin Fees												
	Transferred	\$ 1,095,098										
	Appropriated not Transferred	\$ 3,106,150										
	Programmed											
	Total	\$ 4,201,248										
60	Admin Fees Transferred back to Programs		\$ 962,902									
	Transferred	\$ 962,902										
	Appropriated not Transferred											
	Programmed											
	Total	\$ 962,902										
61	Expenditure Sub Total		\$ 5,164,150									
62	Category Balance Per Year	\$ (3,271,150)	\$ 687,000	\$ 642,000	\$ (1,047,000)	\$ (59,000)	\$ (425,000)	\$ (2,033,000)	\$ 2,033,000	\$ 251,000	\$ 4,080,000	\$ 4,293,000
63	Category Cumulative Balance Per Year	\$ (3,271,150)	\$ (2,584,150)	\$ (1,942,150)	\$ (299,150)	\$ (358,150)	\$ (783,150)	\$ (1,211,150)	\$ 251,000	\$ 251,000	\$ 251,000	\$ 251,000
<b>Revenue : Actuals FY22 and Prior -- Projected FY23 and Forward</b>												
64	Area Total Revenue	\$ 3,778,000	\$ 13,748,000	\$ 12,849,000	\$ 13,330,000	\$ 20,933,000	\$ 3,730,000	\$ 8,900,000	\$ 59,942,000	\$ 110,457,000	\$ 81,205,000	\$ 190,662,000
65	Area Total Expenditures	\$ 8,208,498	\$ -	\$ 5,052,500	\$ 1,997,250	\$ 8,470,713	\$ 6,769,788	\$ 8,397,000	\$ 26,140,001	\$ 108,224,450	\$ 76,489,998	\$ 184,733,148
66	Area Annual Balance	\$ (4,430,498)	\$ 13,748,000	\$ 12,246,750	\$ 11,332,750	\$ 12,462,287	\$ (3,039,788)	\$ 103,000	\$ 33,201,999	\$ 2,632,550	\$ 4,715,002	\$ 7,328,852
67	Area Cumulative Balance	\$ (4,430,498)	\$ (692,498)	\$ (465,748)	\$ (332,998)	\$ (130,711)	\$ (127,749)	\$ (224,749)	\$ 1,077,251	\$ 1,077,251	\$ 1,077,251	\$ 1,077,251

# 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 \$4,500,000 in impact fee revenue available for infrastructure impact fees between FY23 and FY28.

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.

## 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 underway. Substantial Completion anticipated Spring 2023.

**Total Costs:** \$12,565,000

**IPIC Funds:** Priority 1 Projects have been fully funded.

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

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

**Project Status and Delivery:** Much of Fremont Street improvements are anticipated to be completed as part of individual development projects' conditions of approval as required by the Planning Code.

The remaining Fremont Street would be constructed by Public Works as a "Priority 1" project.

**Total Costs:** These costs are included in the Harrison Street costs above.

**IPIC Funds:** See Harrison Street above.

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

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

### Project Status and Delivery:

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

**Total Costs:** \$18,228,000 (in FY16 dollars)

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



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

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

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

**Total Costs:** \$3,695,000 (in FY16 dollars)

**IPIC Funds:** \$8,998,000 has been programmed as “Priority 2” projects, which could be used for this project.

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

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

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

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

**Total Costs:** \$2,600,000 (in FY16 dollars)

**IPIC Funds:** \$8,998,000 has been programmed as “Priority 2” projects, which could be used for this project.

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

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

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

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

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

**IPIC Funds:** \$8,998,000 has been programmed as “Priority 2” projects, and could be used for this project.

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

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

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

**Total Costs:** \$573,000

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

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

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

### **Project Status and Delivery:** Completed.

**Total Costs:** \$1,100,000

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

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

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

**Project Origin:** Rincon Hill Area Plan

**Project Status and Delivery:** Project completed and open to the public in July 2020.

**Total Costs:** \$6,511,000

**IPIC Funds:** \$3,000,000

\$1,525,000 from Transit Center

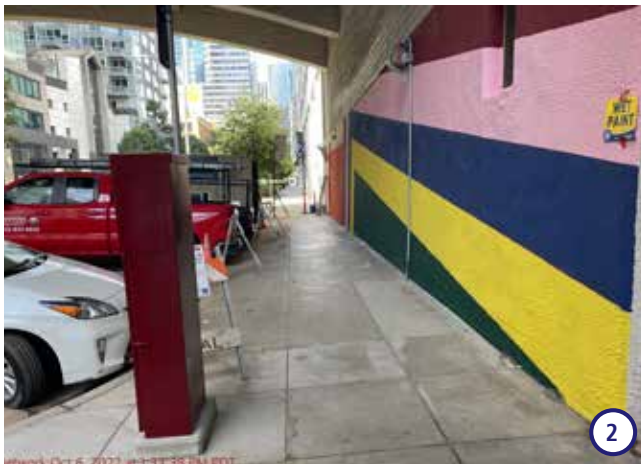
\$1,860,000 million from ABAG (not impact fees) (funding for acquisition and design)

\$126, 000 General fund



## Rincon Hill Projects

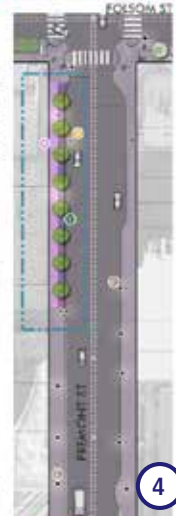
- 6. Streetscape Priority 1 - Harrison Street and Fremont Street
- 7a. Living Streets (Potential Priority 2 Project)
- 7b. Guy Place Streetscape (Potential Priority 2 Project)
- 7d. First Street (Potential Priority 2 Project)
- 8. Guy Place Park
- 12. Harrison Street (Between Essex and First - North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



1 FIRST ST to BEALE ST



2 FREMONT STREET



3 MAIN ST to THE EMBARCADERO



4

## RINCON HILL

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

Photo credits: (1 - 4) DPW

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

	THROUGH FY 22	FY 23 (CURRENT YEAR)	FY 24 (BUDGET YEAR 1)	FY 25 (BUDGET YEAR 2)	FY 27	FY 28	FY 24 - FY28	THROUGH FY28	FY 29 - FY 33	THROUGH FY 33
1. GENERAL	\$ 19,413,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,413,000	\$ -	\$ 19,413,000
2. COMPLETE STREETS	\$ 8,998,200	\$ -	\$ -	\$ -	\$ -	\$ 3,630,100	\$ 3,630,100	\$ 12,628,300	\$ 1,188,800	\$ 13,817,100
3. RECREATION AND OPEN SPACE	\$ 182,500	\$ -	\$ -	\$ -	\$ -	\$ 735,200	\$ 735,200	\$ 2,538,700	\$ 240,800	\$ 2,799,500
4. ADMIN	\$ 1,312,100	\$ -	\$ -	\$ -	\$ -	\$ 229,800	\$ 229,800	\$ 1,541,900	\$ 75,200	\$ 1,617,100
5. Total	\$ 31,246,800	\$ -	\$ -	\$ -	\$ -	\$ 4,595,100	\$ 4,595,100	\$ 36,141,900	\$ 1,504,800	\$ 37,646,700
ABAG Total	\$ 1,836,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,836,000	\$ -	\$ 1,836,000
In-kind Total	\$ 1,685,300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,683,000	\$ -	\$ 1,683,000
Cash Total	\$ 28,027,800	\$ -	\$ -	\$ -	\$ -	\$ 4,595,100	\$ 4,595,100	\$ 32,623,900	\$ 1,504,800	\$ 34,127,700

Expenditures: Appropriations FY19 and Prior - Planned FY20 and Forward

	THROUGH FY 22	FY 23 (CURRENT YEAR)	FY 24 (BUDGET YEAR 1)	FY 25 (BUDGET YEAR 2)	FY 26	FY 27	FY 28	FY 24 - FY28	THROUGH FY28	FY 29 - FY 33	THROUGH FY 33
6. Streetscape Priority 1- Harrison Street and Fremont Street	\$ 12,565,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,565,000	\$ -	\$ -	\$ 12,565,000
7. Streetscape / Public Realm Priority 2	\$ 8,998,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,998,000	\$ -	\$ -	\$ 8,998,000
8. Guy Place Park- Design and Construct	\$ 4,836,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,836,000	\$ -	\$ -	\$ 4,836,000
9. Program Administration	\$ 366,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 366,000	\$ -	\$ -	\$ 366,000
10. Program Admin Transfer to Programs	\$ 296,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 296,000	\$ -	\$ -	\$ 296,000
11. 25% Transfer to SOMA Stabilization Fund	\$ 6,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,000,000	\$ -	\$ -	\$ 6,000,000
12. Harrison Street (Partially between Essex and First North Side) (In-Kind)	\$ 626,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 626,000	\$ -	\$ -	\$ 626,000
13. Ped Mid-block ped path between Folsom and Harrison near Fremont (In-Kind)	\$ 573,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 573,000	\$ -	\$ -	\$ 573,000
14. First Street and Harrison Street (In-Kind)	\$ 1,110,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,110,000	\$ -	\$ -	\$ 1,110,000

RUNNING TOTALS

	THROUGH FY 22	FY 23 (CURRENT YEAR)	FY 24 (BUDGET YEAR 1)	FY 25 (BUDGET YEAR 2)	FY 26	FY 27	FY 28	FY 24 - FY28	THROUGH FY28	FY 29 - FY 33	THROUGH FY 33
15. Revenue Totals	\$ 31,246,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,595,100	\$ 4,595,100	\$ 36,141,900	\$ 1,504,800	\$ 37,646,700
16. Total Expenditures	\$ 35,870,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 35,870,000
17. Annual Surplus (Deficit)	\$ (4,623,200)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,595,100	\$ 4,595,100	\$ 36,141,900	\$ 1,504,800	\$ 1,976,700
18. Cumulative Surplus (Deficit)	\$ (4,623,200)	\$ (4,623,200)	\$ (4,623,200)	\$ (4,623,200)	\$ (4,623,200)	\$ (4,623,200)	\$ 471,900	\$ 471,900	\$ 471,900	\$ 1,976,700	\$ 1,976,700

# SOUTH OF MARKET

## Background and Highlights

This was the third year that South of Market (SoMa) was separated from Eastern Neighborhoods for the sake of implementing 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>

In the next five years (FY24 through FY28), the City expects to collect about \$143,000,000 in impact fees; between actual fees collected and fees projected, the City expects to have collected \$228,000,000 through FY28, which is slightly higher than last year's projection. Note that these projections assume that all projects active within Planning Departments pipeline, including large-scale office projects, will move forward albeit at a slower pace.

## SOMA COMMUNITY PLANNING ADVISORY COMMITTEE (SOMA CAC)

The SoMa Community Planning Advisory Committee (SoMa CAC) is currently seated with 5 members and active recruitment is ongoing to fill the entire committee of 11 standing members and 11 alternants. The SoMa CAC advises the Planning Department and other agencies on the implementation of the Central SoMa Plan along with the

existing East SoMa Plan and Western SoMa Plan. The SoMa CAC is to be comprised of eleven members appointed by both the Board of Supervisors and the Mayor. The CAC aims to have a varied composition of residents, small business owners, open space advocates, complete streets and transit advocates, and operators of affordable housing and other community-serving organizations. The CAC not only provides input on the programming of impact fees, but they can provide input of development proposals, open space, and other policy matters relevant to implementing the three area plans.

So far, the CAC and IPIC have identified projects in three main categories: Transit, Complete Streets, and Recreation and Open Space. For the first two categories, funds have been left in general purpose categories to enable flexibility of funding as transit and complete streets projects become further scoped. 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 the previously proposed development at 88 Bluxome. Planning anticipates approximately \$394 million in revenue over the next five years (EN Infrastructure Fee, Central SoMa Infrastructure Fee, and the Central SoMa CFD.) This November 2022, 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 years, to the current decrease in demand for office space due to a shift in remote and hybrid work. 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.

## Ongoing Planning

### SF RAILYARDS PROJECT

Adjacent to the Central SoMa Plan area, the SF Railyards Project is currently underway and re-imagining transit operations and potential development at the 4th and King Caltrain Railyards. Along with Caltrain and the landowner, SF Planning is coordinating the outreach and design to envision the site as a regional transit center with a new rail station, added Caltrain service, and neighborhood with housing, office and public spaces. The project is expected to identify potential track layouts and development concepts for the SF Railyards site in 2023

The SF Railyards Project is one of the recommendations in the 2018 Rail Alignment and Benefits Study (RAB). The RAB

explored how reconfiguring or relocating infrastructure at the SF Railyards could yield significant public benefits, such as connecting 5th Street, safer bike and pedestrian connections, and opportunities for housing, commercial development and open space. Also, in anticipation of more Caltrain service and High Speed Rail, the RAB recommended the Pennsylvania Avenue Extension (PAX) tunnel as a way to avoid increasing minutes of “gate-down” time at the 16th Street and Mission Bay Drive crossings, as 16th Street is a critical transit, shuttle, and street connection to-and-from Mission Bay, UCSF, and Chase Center. The Mayor and the Board of Supervisors adopted the PAX as the preliminary preferred alternative in 2018.

The Railyards Project has established a Railyards Working Group which will build on the work and lessons learned from the former Community Working Group established for the RAB (2016-2018). The Railyards Working Group (RWG) consists of approximately 15 community representatives who meet quarterly to hear project updates, convey community priorities, discuss tradeoffs, and bring diverse perspectives to the Railyards Projects. The RWG can inform the public engagement strategy, identify project opportunities, and discover synergies for expanding public benefits.

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

## PROJECT DESCRIPTIONS

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

The Second Street Improvement project has transformed 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 and Central SoMa Area Plans.

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 have been reduced to two in each direction, restricted left-hand turn lanes at most intersections, and widened 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 have been 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 \$42,000,000

#### IPIC Funds:

\$4,900,000

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

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

#### Project Origin:

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

#### Project Status and Delivery:

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

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

One hundred ten businesses 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 2023.

**Total Costs:**

\$88,200,000

**IPIC Funds:**

\$20,232,000 total [note: \$550k from Transit / Transportation category]

\$17,842,000 transferred

\$2,390,000 appropriated not transferred

(Additional funds are appropriated for "SoMa Street Improvement Projects (No. g.2) , which could be used for Folsom / Howard and may cover any aspect of design, engineering or construction.

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

The Central SoMa Plan calls for \$125,000,000 of local transit improvements over the next 25 years to be funded by the Eastern Neighborhoods Infrastructure Fee and the Central SoMa Infrastructure Fee. Funds are to pay for a variety of near and long-term transit service and capacity enhancements that could include transit enhancement and expansion including purchase of revenue fleet vehicles

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

**Project Origin:**

Central SoMa Plan

**Project Status and Delivery:**

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

**IPIC Funds:**

\$64,010,000 total

\$9,069,000 appropriated not yet transferred

\$49,501,000 programmed FY25 through FY28

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

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

**Project Origin:**

Central SoMa Plan

**Project Status and Delivery:**

Development projects would construct improvements between 2023-2026.

**IPIC Funds:**

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



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

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

**Project Origin:**  
IPIC

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

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

### **Total Costs:**

\$200,000 in FY21

### **IPIC Funds:**

\$200,000 total (appropriated not transferred)

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

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

### **Project Origin:**

IPIC

### **IPIC Funds:**

\$100,000 (appropriated not transferred)

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

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

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

### **Project Origin:**

Central SoMa Plan

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

Ongoing

### **IPIC Funds:**

Approximately \$41,450,000

\$160,000 transferred

\$8,889,000 appropriated not transferred

\$37,730,000 programmed FY26 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 children, seniors, and people who live and work in the SoMa neighborhood – which is also one of the city’s fastest growing neighborhoods. REC collaborated with the Trust for Public Land on a feasibility study and concept plan, which replaces the existing facility with one almost twice the size. The new facility would include a double basketball court gym, two multi-purpose rooms, a large exercise room and a new kitchen. The project includes improved lighting, security, and new outdoor amenities: a basketball court, plaza space, playground, and landscaping.

### **Project Origin:**

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

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

Recreation and Park Commission approved the concept design in September 2019. Construction is anticipated to begin summer 2023. This project is a named park in the 2020 Health and Recovery G.O. Bond and will receive \$30 million in Bond funding and \$500,000 from TPL in-kind grant. Previous funding includes \$27.8 million from

Eastern Neighborhood and Central SoMa impact fees. While Development Impact Fees are not yet available due to pandemic-related market impacts, the Department has identified the following sources to fulfill the project funding gap (\$16 million) until development impact fees are received, with the understanding that projects funded by these sources will be reimbursed once impact fees are available: 2020 Health & Recovery Bond Contingency and Phase 2 Programs along with \$560,000 local funding from the Open Space Fund.

**Total Costs:**  
\$59.3 million

**IPIC Funds: -**

\$27,800,000 Total

\$2,150,300 transferred

\$25,649,700 appropriated not transferred

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

Rec and Park acquired 11th & Natoma in 2018 to build a new park. The site needs to be remediated, designed, and developed. Staff have begun community outreach in 2022 to design the new park and plan to complete CEQA and bring the concept plans for approval before the Recreation and Park Commission in FY22-23.

#### **Project Origin:**

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

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

The project is currently in the Planning phase. Design and environmental review have begun in early 2022 and community engagement to review design concepts occurred in early summer 2022. The project will receive \$11.8 million in Impact Fees from SOMA and Market Octavia, of which \$800,000 is on hand and will be used for the planning and environmental review phases. This project has also received \$9.7 million for acquisition and \$275,000 for remediation needs from REC's Open Space Acquisition Fund.

**Total Costs:**  
\$22,295,250 for acquisition and park creation

**IPIC Funds:**  
\$8,810,000 transferred

\$3,100,000 appropriated from MO but not transferred

\$505,250 from MO programmed FY25

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

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

**Project Origin:**  
Central SoMa Plan

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

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

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

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

The Gene Friend Pool Annex at 88 Bluxome will include a 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.

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

### **VICTORIA MANALO DRAVES PARK PROGRAMMING**

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

**Project Origin:**

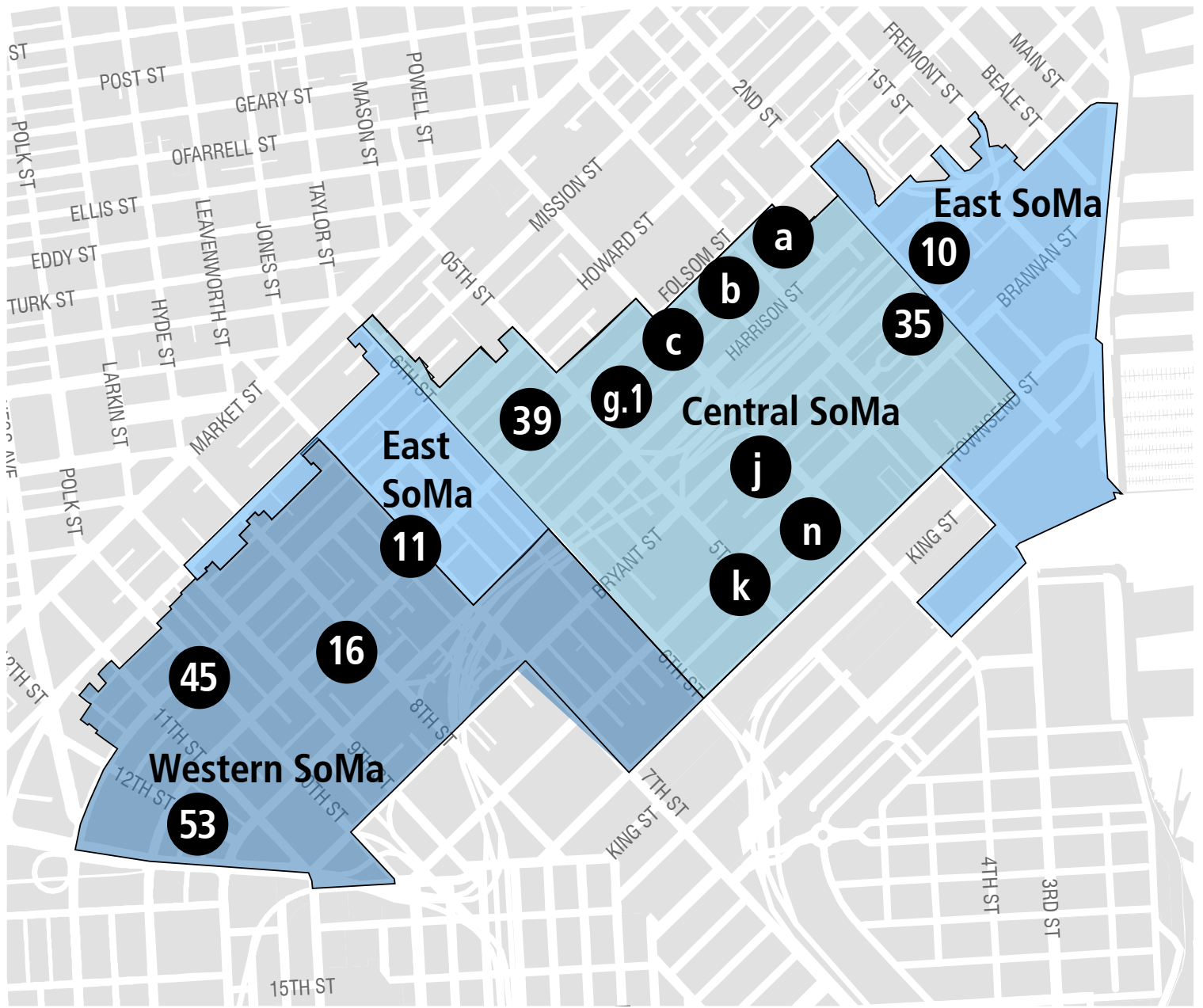
POPOS in-lieu fees

**Project Status and Delivery:**

project is completed and opened in 2021.

**Total Costs:**

Final project cost was \$2,200,000; with a balance over \$400K remaining. Remaining funds will be required to go to VMD.



## South of Market (SoMa)

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



## SOUTH OF MARKET

1. Central Soma Park
2. 88 Bluxome park
3. Central Soma Park
4. Gene Friend Renovation
5. SF Railyards Project Map

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

### Revenue And Expenditure

AGENCY	THROUGH FY22	FY23 (CURRENT YEAR)	FY24 (BUDGET YEAR.1)	FY25 (BUDGET YEAR.2)	FY26	FY27	FY28	FY24 - FY28	THROUGH FY28	FY29 - FY33	THROUGH FY33
<b>Revenue Summary: Actuals Through FY22; Projected FY23 and forward</b>											
HOUSING	\$ 7,753,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,753,000	\$ -	\$ 7,753,000
TRANSPORTATION / TRANSIT	\$ 9,241,000	\$ 9,944,000	\$ 10,827,000	\$ 2,684,000	\$ 11,432,000	\$ 12,584,000	\$ 9,225,000	\$ 46,752,000	\$ 65,937,000	\$ 2,925,000	\$ 68,862,000
COMPLETE STREETS	\$ 16,694,000	\$ 10,795,000	\$ 9,882,000	\$ 3,559,000	\$ 14,834,000	\$ 9,012,000	\$ 9,507,000	\$ 46,774,000	\$ 74,263,000	\$ 9,072,000	\$ 83,335,000
RECREATION AND OPEN SPACE	\$ 13,323,000	\$ 9,454,000	\$ 6,727,000	\$ 3,769,000	\$ 15,441,000	\$ 3,196,000	\$ 7,814,000	\$ 36,947,000	\$ 59,774,000	\$ 13,803,000	\$ 73,577,000
CHILD CARE	\$ 1,840,000	\$ 1,475,000	\$ 1,135,000	\$ 559,000	\$ 2,259,000	\$ 709,000	\$ 1,242,000	\$ 5,944,000	\$ 9,259,000	\$ 1,901,000	\$ 11,160,000
ADMIN	\$ 2,377,000	\$ 1,686,000	\$ 1,302,000	\$ 556,000	\$ 2,316,000	\$ 1,492,000	\$ 1,463,000	\$ 7,179,000	\$ 11,222,000	\$ 1,464,000	\$ 12,686,000
<b>TOTAL</b>	<b>\$ 51,208,000</b>	<b>\$ 31,334,000</b>	<b>\$ 30,033,000</b>	<b>\$ 11,127,000</b>	<b>\$ 46,322,000</b>	<b>\$ 28,843,000</b>	<b>\$ 29,251,000</b>	<b>\$ 143,398,000</b>	<b>\$ 228,138,000</b>	<b>\$ 29,933,000</b>	<b>\$ 257,491,000</b>

### Central SoMa Fees

AGENCY	THROUGH FY22	FY23 (CURRENT YEAR)	FY24 (BUDGET YEAR.1)	FY25 (BUDGET YEAR.2)	FY26	FY27	FY28	FY24 - FY28	THROUGH FY28	FY29 - FY33	THROUGH FY33
Central SoMa Community Facilities Fee	\$ -	\$ 1,720,000	\$ 1,938,000	\$ 2,067,000	\$ 2,834,000	\$ 1,821,000	\$ 1,770,000	\$ 10,430,000	\$ 12,150,000	\$ 519,000	\$ 12,669,000
Central SoMa Infrastructure Fee	\$ -	\$ 1,535,000	\$ 160,000	\$ -	\$ 1,174,000	\$ 4,507,000	\$ 1,034,000	\$ 6,875,000	\$ 8,410,000	\$ -	\$ 8,410,000
Info to Transit	\$ -	\$ 1,348,125	\$ 140,000	\$ -	\$ 1,027,250	\$ 3,943,625	\$ 904,750	\$ 6,045,625	\$ 7,258,750	\$ -	\$ 7,258,750
Info to Rec and Open Space	\$ -	\$ 191,875	\$ 20,000	\$ -	\$ 146,750	\$ 563,375	\$ 129,250	\$ 859,375	\$ 1,051,250	\$ -	\$ 1,051,250
PUC Site Park In-Kind Credit from TSF (Fee-Swap)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

### MELLO ROOS

AGENCY	THROUGH FY22	FY23 (CURRENT YEAR)	FY24 (BUDGET YEAR.1)	FY25 (BUDGET YEAR.2)	FY26	FY27	FY28	FY24 - FY28	THROUGH FY28	FY29 - FY33	THROUGH FY33
HOUSING	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TRANSPORTATION / TRANSIT	\$ -	\$ -	\$ -	\$ 66,880	\$ 17,420,150	\$ 23,050,610	\$ 13,794,000	\$ 54,331,640	\$ 54,331,640	\$ 68,970,000	\$ 123,301,640
COMPLETE STREETS	\$ -	\$ -	\$ -	\$ 4,560	\$ 1,187,738	\$ 1,571,633	\$ 940,500	\$ 3,704,430	\$ 3,704,430	\$ 4,702,500	\$ 8,406,930
RECREATION AND OPEN SPACE	\$ -	\$ -	\$ -	\$ 19,760	\$ 5,146,863	\$ 6,810,408	\$ 4,075,500	\$ 16,052,530	\$ 16,052,530	\$ 20,377,500	\$ 36,430,030
ENVIRONMENTAL AND SUSTAINABILITY	\$ -	\$ -	\$ -	\$ 25,840	\$ 6,730,513	\$ 8,905,918	\$ 5,329,500	\$ 20,991,770	\$ 20,991,770	\$ 26,647,500	\$ 47,639,270
CULTURAL PRESERVATION AND COMMUNITY FACILITIES	\$ -	\$ -	\$ -	\$ 31,820	\$ 8,314,183	\$ 11,001,408	\$ 6,583,500	\$ 25,931,010	\$ 25,931,010	\$ 31,917,800	\$ 58,848,810
CHILD CARE	\$ -	\$ -	\$ -	\$ 3,040	\$ 791,825	\$ 1,047,755	\$ 627,000	\$ 2,469,620	\$ 2,469,620	\$ 3,135,000	\$ 5,604,620
ADMINISTRATION	\$ -	\$ -	\$ -	\$ 8,000	\$ 2,083,750	\$ 2,757,250	\$ 1,650,000	\$ 6,493,000	\$ 6,493,000	\$ 8,250,000	\$ 14,743,000
<b>Total Pay Go</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 160,000</b>	<b>\$ 403,000</b>	<b>\$ 410,000</b>	<b>\$ 5,560,000</b>	<b>\$ 6,235,000</b>	<b>\$ 6,235,000</b>	<b>\$ 38,890,000</b>	<b>\$ 45,125,000</b>
<b>Total Bond</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 41,370,000</b>	<b>\$ 54,735,000</b>	<b>\$ -</b>	<b>\$ 96,305,000</b>	<b>\$ 96,305,000</b>	<b>\$ -</b>	<b>\$ 96,305,000</b>
<b>TOTAL</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 160,000</b>	<b>\$ 41,673,000</b>	<b>\$ 55,145,000</b>	<b>\$ 38,900,000</b>	<b>\$ 129,880,000</b>	<b>\$ 129,880,000</b>	<b>\$ 165,000,000</b>	<b>\$ 294,980,000</b>







AGENCY		THROUGH FY22	FY23 (CURRENT YEAR)	FY24 (BUDGET YEAR 1)	FY25 (BUDGET YEAR 2)	FY26	FY27	FY28	FY24 - FY28	THROUGH FY28	FY29 - FY33	THROUGH FY33	
e.3	Sita and Brannan Intersection Improvements (Flower Mart)	IN-KIND											
		Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Programmed	\$ -	\$ -	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ 4,000,000	\$ -	\$ -	\$ 4,000,000
	<b>Total</b>	\$ -	\$ -	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ 4,000,000	\$ -	\$ -	\$ 4,000,000	
g.1	Public Works Design, Plan, and Prioritization of SOMA Projects	DPW											
		Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Appropriated not Transferred	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ 100,000
		Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	<b>Total</b>	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ 100,000	
g.2	SOMA Street Improvement Projects	MTA											
		Transferred	\$ 160,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 160,000	\$ -	\$ 160,000	
		Appropriated not Transferred	\$ 8,889,750	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,889,750	\$ -	\$ 8,889,750	
		Programmed	\$ -	\$ -	\$ 1,250,000	\$ 475,000	\$ -	\$ -	\$ -	\$ 1,725,000	\$ -	\$ -	\$ 3,475,000
	<b>Total</b>	\$ 9,049,750	\$ -	\$ 1,250,000	\$ 475,000	\$ -	\$ -	\$ 1,725,000	\$ 10,774,750	\$ -	\$ 1,750,000	\$ 12,524,750	
g.2.2	SOMA Street Improvement Projects	DPW / MTA*											
		Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Programmed	\$ -	\$ -	\$ 20,700,896	\$ 4,924,414	\$ 7,976,370	\$ 33,601,680	\$ 33,601,680	\$ 33,601,680	\$ -	\$ -	\$ 33,601,680
	<b>Total</b>	\$ -	\$ -	\$ 20,700,896	\$ 4,924,414	\$ 7,976,370	\$ 33,601,680	\$ 33,601,680	\$ 33,601,680	\$ -	\$ -	\$ 33,601,680	
g.3	Filipino District Gateway Marker	IN-KIND											
		Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Programmed	\$ -	\$ -	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ -	\$ 300,000
	<b>Total</b>	\$ -	\$ -	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ -	\$ 300,000	
<b>Expenditure SOMA</b>		\$ 39,849,750	\$ 2,000,000	\$ -	\$ -	\$ 26,250,896	\$ 5,399,414	\$ 10,476,370	\$ 42,126,800	\$ 77,970,450	\$ 1,750,000	\$ 79,720,450	
<b>Category Balance Per Year - SOMA</b>		\$ (17,449,750)	\$ 8,795,000	\$ 9,462,000	\$ 3,563,560	\$ (10,229,189)	\$ 5,184,219	\$ (28,870)	\$ 8,331,750	\$ (9,000)	\$ 12,094,500	\$ 12,021,500	
<b>Category Commulative Balance Per Year - SOMA</b>		\$ (17,449,750)	\$ (8,354,750)	\$ 1,107,250	\$ 5,070,810	\$ (5,153,491)	\$ 25,870	\$ (3,000)	\$ (5,000)	\$ (9,000)	\$ 12,094,500	\$ 12,021,500	

AGENCY		THROUGH FY22		FY23 (CURRENT YEAR)		FY24 (BUDGET YEAR 1)		FY25 (BUDGET YEAR 2)		FY26		FY27		FY24 - FY28		THROUGH FY28		FY29 - FY33		THROUGH FY33			
<b>Revenue And Expenditure</b>																							
<b>Recreation and Open Space</b>																							
Revenue EN Impact Fee (Soma Only)		\$	13,323,000	\$	9,454,000	\$	6,727,000	\$	3,769,000	\$	15,741,000	\$	3,196,000	\$	7,814,000	\$	36,947,000	\$	59,724,000	\$	6,804,000	\$	66,228,000
Revenue Soma Infra Fee		\$	-	\$	19,1875	\$	20,061	\$	-	\$	146,790	\$	563,375	\$	123,250	\$	899,375	\$	1,051,250	\$	-	\$	1,051,250
Revenue Mello Roos		\$	-	\$	-	\$	-	\$	19,760	\$	5,146,863	\$	6,810,408	\$	4,075,500	\$	16,092,530	\$	16,092,530	\$	16,302,000	\$	32,594,530
Revenue Flower Marc POPOS In-Lieu or In-Kind		\$	-	\$	-	\$	-	\$	-	\$	490,141	\$	-	\$	-	\$	490,141	\$	490,141	\$	10,659,000	\$	11,149,141
TSF Fee Credit Swap for In-Kind		\$	13,323,000	\$	24,645,875	\$	6,747,000	\$	3,785,760	\$	20,734,613	\$	11,099,924	\$	12,018,790	\$	54,349,046	\$	92,317,921	\$	38,765,000	\$	15,000,000
<b>REC AND OPEN SPACE REVENUE TOTAL</b>		\$	13,323,000	\$	24,645,875	\$	6,747,000	\$	3,785,760	\$	20,734,613	\$	11,099,924	\$	12,018,790	\$	54,349,046	\$	92,317,921	\$	38,765,000	\$	15,000,000
<b>Expenditure</b>																							
35	South Park		1,500,000		-		-		-		-		-		-		-		-		-		-
	Transferred	\$	1,500,000		-		-		-		-		-		-		-		-		-		-
	Appropriated not Transferred	\$	-		-		-		-		-		-		-		-		-		-		-
	Programmed	\$	-		-		-		-		-		-		-		-		-		-		-
	<b>Total</b>	\$	1,500,000		-		-		-		-		-		-		-		-		-		-
h	Gene Friend / Soma Recreation Center		2,150,300		-		-		-		-		-		-		-		-		-		-
	Transferred	\$	2,150,300		-		-		-		-		-		-		-		-		-		-
	Appropriated not Transferred	\$	-		-		-		-		-		-		-		-		-		-		-
	Programmed	\$	25,649,700		-		-		-		-		-		-		-		-		-		-
	<b>Total</b>	\$	27,800,000		-		-		-		-		-		-		-		-		-		-
45	11th Street Park (previously "New Parks in Soma")		8,510,000		-		-		-		-		-		-		-		-		-		-
	Transferred	\$	8,510,000		-		-		-		-		-		-		-		-		-		-
	Appropriated not Transferred	\$	-		-		-		-		-		-		-		-		-		-		-
	Programmed	\$	-		-		-		-		-		-		-		-		-		-		-
	<b>Total</b>	\$	8,510,000		-		-		-		-		-		-		-		-		-		-
45	New Park in Soma		300,000		-		-		-		-		-		-		-		-		-		-
	Transferred	\$	300,000		-		-		-		-		-		-		-		-		-		-
	Appropriated not Transferred	\$	-		-		-		-		-		-		-		-		-		-		-
	Programmed	\$	-		-		-		-		-		-		-		-		-		-		-
	<b>Total</b>	\$	300,000		-		-		-		-		-		-		-		-		-		-
53	Eagle Plaza (In-Kind)		300,000		-		-		-		-		-		-		-		-		-		-
	Transferred	\$	300,000		-		-		-		-		-		-		-		-		-		-
	Appropriated not Transferred	\$	-		-		-		-		-		-		-		-		-		-		-
	Programmed	\$	-		-		-		-		-		-		-		-		-		-		-
	<b>Total</b>	\$	300,000		-		-		-		-		-		-		-		-		-		-
j	Park at Welsh/Freelon/598 Brannan		1,500,000		-		-		-		-		-		-		-		-		-		-
	Transferred	\$	1,500,000		-		-		-		-		-		-		-		-		-		-
	Appropriated not Transferred	\$	-		-		-		-		-		-		-		-		-		-		-
	Programmed	\$	-		-		-		-		-		-		-		-		-		-		-
	<b>Total</b>	\$	1,500,000		-		-		-		-		-		-		-		-		-		-
k	88 Bluemore (Recreation Center above Aquatic Center)		1,500,000		-		-		-		-		-		-		-		-		-		-
	Transferred	\$	1,500,000		-		-		-		-		-		-		-		-		-		-
	Appropriated not Transferred	\$	-		-		-		-		-		-		-		-		-		-		-
	Programmed	\$	-		-		-		-		-		-		-		-		-		-		-
	<b>Total</b>	\$	1,500,000		-		-		-		-		-		-		-		-		-		-
d	TSF Projects (Swap for In-Kind Credit)		10,000,000		-		-		-		-		-		-		-		-		-		-
	Transferred	\$	10,000,000		-		-		-		-		-		-		-		-		-		-
	Appropriated not Transferred	\$	-		-		-		-		-		-		-		-		-		-		-
	Programmed	\$	-		-		-		-		-		-		-		-		-		-		-
	<b>Total</b>	\$	10,000,000		-		-		-		-		-		-		-		-		-		-
	<b>Total</b>	\$	12,121,639		-		-		-		-		-		-		-		-		-		-
	<b>Total</b>	\$	12,121,639		-		-		-		-		-		-		-		-		-		-
	<b>Total</b>	\$	12,121,639		-		-		-		-		-		-		-		-		-		-
	<b>Total</b>	\$	12,121,639		-		-		-		-		-		-		-		-		-		-
	<b>Total</b>	\$	12,121,639		-		-		-		-		-		-		-		-		-		-
	<b>Total</b>	\$	12,121,639		-		-		-		-		-		-		-		-		-		-
	<b>Total</b>	\$	12,121,639		-		-		-		-		-		-		-		-		-		-
	<b>Total</b>	\$	12,121,639		-		-		-		-		-		-		-		-		-		-
	<b>Total</b>	\$	12,121,639		-		-		-		-		-		-		-		-		-		-
	<b>Total</b>	\$	12,121,639		-		-		-		-		-		-		-		-		-		-
	<b>Total</b>	\$	12,121,639		-		-		-		-		-		-		-		-		-		-
	<b>Total</b>	\$	12,121,639		-		-		-		-		-		-		-		-		-		-
	<b>Total</b>	\$	12,121,639		-		-		-		-		-		-		-		-		-		-
	<b>Total</b>	\$	12,121,639		-		-		-		-		-		-		-		-		-		-
	<b>Total</b>	\$	12,121,639		-		-		-		-		-		-		-		-		-		-
	<b>Total</b>	\$	12,121,639		-		-		-		-		-		-		-		-		-		-
	<b>Total</b>	\$	12,121,639		-		-		-		-		-		-		-		-		-		-
	<b>Total</b>	\$	12,121,639		-		-		-		-		-		-		-		-		-		-
	<b>Total</b>	\$	12,121,639		-		-		-		-		-		-		-		-		-		-
	<b>Total</b>	\$	12,121,639		-		-		-		-		-		-		-		-		-		-
	<b>Total</b>	\$	12,121,639		-		-		-		-		-		-		-		-		-		-
	<b>Total</b>	\$	12,121,639		-		-		-		-		-		-		-		-		-		-
	<b>Total</b>	\$	12,121,639		-		-		-		-		-		-		-		-		-		-
	<b>Total</b>	\$	12,121,639		-		-		-		-		-		-		-		-		-		-
	<b>Total</b>	\$	12,121,639		-		-		-		-		-		-		-		-		-		-
	<b>Total</b>	\$	12,121,639		-		-		-		-		-		-		-		-		-		-
	<b>Total</b>	\$	12,121,639		-		-		-		-		-		-		-		-		-		-
	<b>Total</b>	\$	12,121,639		-		-		-		-		-		-		-		-		-		-
	<b>Total</b>	\$	12,121,639		-		-		-		-		-		-		-		-		-		-
	<b>Total</b>	\$																					

**Revenue And Expenditure**

\*Prp plans to use existing funds for 11th/ Natoma for Genevieve on a short term basis

AGENCY		THROUGH FY22		FY23 (CURRENT YEAR)		FY24 (BUDGET YEAR 1)		FY25 (BUDGET YEAR 2)		FY26		FY27		FY28		THROUGH FY28		FY29 - FY33		THROUGH FY33	
58.2	Child Care																				
	Revenue EN Impact Fee (Soma Only)	\$ 1,840,000	\$ 1,475,000	\$ 1,135,000	\$ 559,000	\$ 2,299,000	\$ 709,000	\$ 1,242,000	\$ 5,944,000	\$ 9,239,000	\$ 9,239,000	\$ 930,000	\$ 930,000	\$ 930,000	\$ 930,000	\$ 930,000	\$ 930,000	\$ 930,000	\$ 930,000	\$ 930,000	\$ 930,000
	Revenue Hello Roos	-	-	-	3,040	791,825	1,047,755	627,000	2,469,620	2,469,620	2,469,620	2,469,620	2,469,620	2,469,620	2,469,620	2,469,620	2,469,620	2,469,620	2,469,620	2,469,620	2,469,620
	CHILD CARE REVENUE TOTAL	\$ 1,840,000	\$ 1,475,000	\$ 1,135,000	\$ 562,040	\$ 3,090,825	\$ 1,756,755	\$ 1,869,000	\$ 8,413,620	\$ 11,728,620	\$ 11,728,620	\$ 3,429,620	\$ 3,429,620	\$ 3,429,620	\$ 3,429,620	\$ 3,429,620	\$ 3,429,620	\$ 3,429,620	\$ 3,429,620	\$ 3,429,620	\$ 3,429,620
	OCEE																				
	Transferred	\$ 1,213,178																			
	Appropriated not Transferred	\$ 965,000																			
	Programmed	\$ -	\$ -	\$ 1,750,822	\$ 1,059,000	\$ 2,299,000	\$ 709,000	\$ 1,242,000	\$ 7,059,822	\$ 7,059,822	\$ 7,059,822	\$ 930,000	\$ 930,000	\$ 930,000	\$ 930,000	\$ 930,000	\$ 930,000	\$ 930,000	\$ 930,000	\$ 930,000	\$ 930,000
	<b>Total</b>	\$ 2,178,178	\$ -	\$ 1,750,822	\$ 1,059,000	\$ 2,299,000	\$ 709,000	\$ 1,242,000	\$ 7,059,822	\$ 7,059,822	\$ 7,059,822	\$ 930,000	\$ 930,000	\$ 930,000	\$ 930,000	\$ 930,000	\$ 930,000	\$ 930,000	\$ 930,000	\$ 930,000	\$ 930,000
	Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Programmed	\$ -	\$ -	\$ -	\$ 3,040	\$ 791,825	\$ 1,047,755	\$ 627,000	\$ 2,469,620	\$ 2,469,620	\$ 2,469,620	\$ 2,469,620	\$ 2,469,620	\$ 2,469,620	\$ 2,469,620	\$ 2,469,620	\$ 2,469,620	\$ 2,469,620	\$ 2,469,620	\$ 2,469,620	\$ 2,469,620
	<b>Total</b>	\$ -	\$ -	\$ -	\$ 3,040	\$ 791,825	\$ 1,047,755	\$ 627,000	\$ 2,469,620	\$ 2,469,620	\$ 2,469,620	\$ 2,469,620	\$ 2,469,620	\$ 2,469,620	\$ 2,469,620	\$ 2,469,620	\$ 2,469,620	\$ 2,469,620	\$ 2,469,620	\$ 2,469,620	\$ 2,469,620
	Expenditure Soma	\$ 2,178,178	\$ -	\$ 1,750,822	\$ 1,062,040	\$ 3,090,825	\$ 1,756,755	\$ 1,869,000	\$ 8,413,620	\$ 11,728,620	\$ 11,728,620	\$ 3,429,620	\$ 3,429,620	\$ 3,429,620	\$ 3,429,620	\$ 3,429,620	\$ 3,429,620	\$ 3,429,620	\$ 3,429,620	\$ 3,429,620	\$ 3,429,620
	Category Balance Per Year - Soma	\$ (338,178)	\$ 1,475,000	\$ (615,822)	\$ (800,000)	\$ -	\$ -	\$ -	\$ (1,115,822)	\$ 21,000	\$ 21,000	\$ 21,000	\$ 21,000	\$ 21,000	\$ 21,000	\$ 21,000	\$ 21,000	\$ 21,000	\$ 21,000	\$ 21,000	\$ 21,000
	Category Cumulative Balance Per Year - Soma	\$ (338,178)	\$ 1,136,822	\$ 521,000	\$ 21,000	\$ 21,000	\$ 21,000	\$ 21,000	\$ 21,000	\$ 21,000	\$ 21,000	\$ 21,000	\$ 21,000	\$ 21,000	\$ 21,000	\$ 21,000	\$ 21,000	\$ 21,000	\$ 21,000	\$ 21,000	\$ 21,000

AGENCY		THROUGH FY22		FY23 (CURRENT YEAR)		FY24 (BUDGET YEAR 1)		FY25 (BUDGET YEAR 2)		FY26		FY27		FY28		THROUGH FY28		FY29 - FY33		THROUGH FY33	
	Program Administration																				
	Revenue EN Impact Fee (Soma Only)	\$ 2,377,000	\$ 1,666,000	\$ 1,502,000	\$ 566,000	\$ 2,316,000	\$ 1,342,000	\$ 1,463,000	\$ 7,179,000	\$ 11,222,000	\$ 11,222,000	\$ 717,000	\$ 717,000	\$ 717,000	\$ 717,000	\$ 717,000	\$ 717,000	\$ 717,000	\$ 717,000	\$ 717,000	\$ 717,000
	Revenue Hello Roos	\$ -	\$ -	\$ -	\$ 8,000	\$ 2,083,750	\$ 2,737,250	\$ 1,650,000	\$ 6,499,000	\$ 6,499,000	\$ 6,499,000	\$ 6,499,000	\$ 6,499,000	\$ 6,499,000	\$ 6,499,000	\$ 6,499,000	\$ 6,499,000	\$ 6,499,000	\$ 6,499,000	\$ 6,499,000	\$ 6,499,000
	ADMIN REVENUE TOTAL	\$ 2,377,000	\$ 1,666,000	\$ 1,502,000	\$ 564,000	\$ 4,399,750	\$ 4,079,250	\$ 3,113,000	\$ 13,678,000	\$ 17,721,000	\$ 17,721,000	\$ 7,317,000	\$ 7,317,000	\$ 7,317,000	\$ 7,317,000	\$ 7,317,000	\$ 7,317,000	\$ 7,317,000	\$ 7,317,000	\$ 7,317,000	\$ 7,317,000
	Admin - Soma	\$ 4,156,618	\$ 500,000	\$ 300,000	\$ 235,535	\$ 675,000	\$ 202,000	\$ 155,589	\$ 1,567,804	\$ 6,229,522	\$ 480,631	\$ 480,631	\$ 480,631	\$ 480,631	\$ 480,631	\$ 480,631	\$ 480,631	\$ 480,631	\$ 480,631	\$ 480,631	\$ 480,631
	Admin Transfer to Programs - Soma	\$ 542,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Expenditure Soma	\$ 4,698,618	\$ 500,000	\$ 300,000	\$ 235,535	\$ 675,000	\$ 202,000	\$ 155,589	\$ 1,567,804	\$ 6,762,522	\$ 480,631	\$ 480,631	\$ 480,631	\$ 480,631	\$ 480,631	\$ 480,631	\$ 480,631	\$ 480,631	\$ 480,631	\$ 480,631	\$ 480,631
	Category Balance Per Year - Soma	\$ (2,321,618)	\$ 1,166,000	\$ 1,202,000	\$ 328,465	\$ 3,724,750	\$ 3,877,250	\$ 2,957,411	\$ 12,110,196	\$ 10,958,478	\$ 10,958,478	\$ 6,836,369	\$ 6,836,369	\$ 6,836,369	\$ 6,836,369	\$ 6,836,369	\$ 6,836,369	\$ 6,836,369	\$ 6,836,369	\$ 6,836,369	\$ 6,836,369
	Category Cumulative Balance Per Year - Soma	\$ (2,321,618)	\$ (1,155,618)	\$ 50,382	\$ 376,847	\$ 4,103,597	\$ 8,000,847	\$ 10,958,478	\$ 10,958,478	\$ 10,958,478	\$ 10,958,478	\$ 17,854,447	\$ 17,854,447	\$ 17,854,447	\$ 17,854,447	\$ 17,854,447	\$ 17,854,447	\$ 17,854,447	\$ 17,854,447	\$ 17,854,447	\$ 17,854,447

AGENCY		THROUGH FY22		FY23 (CURRENT YEAR)		FY24 (BUDGET YEAR 1)		FY25 (BUDGET YEAR 2)		FY26		FY27		FY28		THROUGH FY28		FY29 - FY33		THROUGH FY33	
68	Revenue Totals	\$ 51,208,000	\$ 51,589,000	\$ 32,151,000	\$ 13,354,000	\$ 92,054,000	\$ 88,806,141	\$ 53,585,080	\$ 278,901,221	\$ 382,696,221	\$ 382,696,221	\$ 168,685,000	\$ 168,685,000	\$ 168,685,000	\$ 168,685,000	\$ 168,685,000	\$ 168,685,000	\$ 168,685,000	\$ 168,685,000	\$ 168,685,000	\$ 168,685,000
69	Total Expenditures	\$ 100,455,546	\$ 37,730,000	\$ 3,988,822	\$ 11,897,930	\$ 91,221,186	\$ 84,446,218	\$ 49,877,739	\$ 241,531,215	\$ 379,707,461	\$ 379,707,461	\$ 116,347,931	\$ 116,347,931	\$ 116,347,931	\$ 116,347,931	\$ 116,347,931	\$ 116,347,931	\$ 116,347,931	\$ 116,347,931	\$ 116,347,931	\$ 116,347,931
70	Annual Surplus (Deficit)	\$ (49,247,546)	\$ 13,859,000	\$ 28,162,178	\$ 1,456,070	\$ 783,814	\$ 4,359,923	\$ 3,607,341	\$ 36,369,807	\$ 2,990,760	\$ 2,990,760	\$ 52,337,069	\$ 52,337,069	\$ 52,337,069	\$ 52,337,069	\$ 52,337,069	\$ 52,337,069	\$ 52,337,069	\$ 52,337,069	\$ 52,337,069	\$ 52,337,069
72	Cummulative Surplus (Deficit)	\$ (49,247,546)	\$ (36,378,546)	\$ (7,216,368)	\$ (5,760,318)	\$ (4,976,504)	\$ (616,581)	\$ 2,990,760	\$ 2,990,760	\$ 2,990,760	\$ 52,337,069	\$ 52,337,069	\$ 52,337,069	\$ 52,337,069	\$ 52,337,069	\$ 52,337,069	\$ 52,337,069	\$ 52,337,069	\$ 52,337,069	\$ 52,337,069	\$ 52,337,069

# TRANSIT CENTER DISTRICT

## Background and Highlights

The Transit Center District Plan (TCDP), adopted in 2012, originally enabled 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 \$122 million between FY24 and FY28 future towards construction of the Transbay Terminal projects and other streetscape, transit, and open space improvements. Of the \$122 million, \$100 million are specifically be allocated to TJPA-related projects, with the balance of \$22 million are to be allocated to other Transit Center related Projects.

The Planning Department projects about \$75 million in impact fee revenues available for infrastructure impact fees in the Transit Center District. Nearly \$19 million of these impact fees are set aside for open space while the other \$56 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 near term.

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 (FY24 to FY28) IPIC expects \$122 in CFD funding (both through bond issuances and pay-as-you-go special tax revenue).

## Project Descriptions

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

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

#### Project Origin:

The Transit Center District Plan / Transit Center Implementation Plan

#### Project Status and Delivery:

Minna Natoma Streetscape Project design underway. Anticipated Advertisement Winter 2023.

Beale Street Phase 1 Project approaching 95% design. Anticipated advertisement in Winter 2023.

Transit U Project approaching 95% design. Anticipated advertisement in Spring 2023.

Main Street Phase 1 Project approaching 35% design. Anticipated advertisement in Fall 2023.

Transbay Howard Project approaching 35% design. Anticipated advertisement in Winter 2024.

#### Total Costs:

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

#### IPIC Funds:

\$27,742,128 total

\$24,290,000 transferred

\$3,452,128 appropriated not transferred

#### CFD Funds:

\$51,158,400 transferred

\$21,832,927 programmed FY23

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

The Transbay Program consists of two phases. Phase 1 – which has been completed and is currently operating – comprises design and construction of the above-grade levels of the Transit Center 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 on December 3, 2021, the project was accepted into the Project Development phase of the Federal Transit Administration's Capital Investment Grants New Starts program. This is the first step of the three-part process to securing a significant federal funding contribution to deliver the project. The TJPA is targeting an August 2023 entry to the Engineering phase, the second step in FTA's three-part process.

**Total Costs:**

Based on a 2016 estimate, the total cost of Phase 2 is estimated at approximately \$5 billion; an updated cost estimate is under development and anticipated in early 2023.

**IPIC Funds:**

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

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

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

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

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

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

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

**IPIC Funds:**

\$3,800,000 in FY18

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

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

**Total Costs:**

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

**IPIC FUNDS:**

\$2,000,000 in FY 19

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

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

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

**Project Origin:**

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

**Project Status and Delivery:**

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

**Total Costs:** TBD

**IPIC Funds:**

\$8.5 million (appropriated not transferred)

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

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

**Project Origin:**

The Transit Center District Plan; Central Subway

**Project Status and Delivery:**

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

**IPIC Funds:**

\$7,000,000

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

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

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

**Project Status and Delivery:** An Environmental Impact Report for the project was completed and certified in January of 2022. The EIR received final approval at the completion of the required 30-day appeal period and the

Notice of Determination was filed on February 16, 2022. The project will receive \$54 million from the 2020 Health & Recovery G.O. Bond.

**Total Costs:** \$72,000,000

\$10.8 million from Transit Center Community Facilities District funding

**TRANSIT DELAY MITIGATION (NEW BUSES)**

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

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

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

**CBD Funds:** \$3,050,284 in FY23 for MTA.

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

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

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

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

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

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

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

### **Project Origin:**

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

### **Project Status:**

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

**Total Cost:** Total estimated study cost is \$3.2 million.

### **IPIC/ CFD Funds:**

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

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

**Scope of Work:** This project will take place at the BART/Muni Embarcadero station. This station plays a critical role in San Francisco as it is located in an area with multiple tourist attractions, businesses, restaurants, employment offices, education programs, and transit connections; hence, the station serves a wide range of communities, including Communities of Concern. On a typical weekday in 2019, the station provided ~90,000 BART journeys (entries + exists), and in 2022, ~25,000 BART journeys.

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

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

**Project Status and Delivery:** In the fall of 2019, BART placed a contract out for bid for part of the current scope of work. BART received two bids that were 70% and 99% higher than Engineer's estimate. Upon rejecting all bids, BART determined the project needed to be re-designed and began this process in March of 2020. Due to COVID related impacts, including supply chain shortages, inflation, and staffing shortages, and legacy station complexities identified during the re-design phase, BART determined the project's scope of work needed to be delivered in two phases. For Phase 1, BART expects to complete final design by fall of 2023, begin construction in fall of 2024, and complete construction in fall of 2026. BART will determine the schedule for Phase 2 based on funding availability.





## Transit Center District Projects

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



## TRANSIT CENTER DISTRICT

1. Portsmouth Square Plan
2. Portsmouth Square Clubhouse
3. Portsmouth Square Upper Plaza
4. Transit Center Park Concept Plan
5. Montgomery BART
6. Embarcadero BART

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

**Transit Center** - IFC Expenditure Plan - FY 24 - FY 28

Revenue And Expenditure	FY 23 (CURRENT YEAR)	FY 24 (BUDGET YEAR 1)	FY 25 (BUDGET YEAR 2)	FY 26	FY 27	FY 28	FY 24 - FY 28	THROUGH FY 28	FY 29 - FY 33	THROUGH FY33
1. TRANSPORTATION / TRANSIT										
In-Kind	\$ 48,890,000	\$ -	\$ 18,024,800	\$ 4,348,800	\$ -	\$ 8,248,800	\$ 25,073,000	\$ 55,695,400	\$ 104,585,400	\$ 54,739,000
Cash	\$ 27,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 27,500,000	\$ -	\$ 27,500,000
3. Total	\$ 76,390,000	\$ -	\$ 18,024,800	\$ 4,348,800	\$ -	\$ 8,248,800	\$ 25,073,000	\$ 83,195,400	\$ 104,585,400	\$ 82,239,000
4. RECREATION AND OPEN SPACE										
In-Kind	\$ 17,711,000	\$ -	\$ 5,891,200	\$ 1,599,200	\$ -	\$ 1,874,400	\$ 9,800,000	\$ 19,164,800	\$ 36,875,800	\$ 20,842,000
Cash	\$ 8,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,500,000	\$ -	\$ 8,500,000
6. Total	\$ 26,211,000	\$ -	\$ 5,891,200	\$ 1,599,200	\$ -	\$ 1,874,400	\$ 9,800,000	\$ 27,664,800	\$ 36,875,800	\$ 29,342,000
3. Total	\$ 102,601,000	\$ -	\$ 23,916,000	\$ 5,948,000	\$ -	\$ 10,123,200	\$ 34,873,000	\$ 74,860,200	\$ 141,461,200	\$ 75,581,000
<b>Revenue: Actuals FY22 and Prior -- Projected FY23 and Forward</b>										
THROUGH FY 22	FY 23 (CURRENT YEAR)	FY 24 (BUDGET YEAR 1)	FY 25 (BUDGET YEAR 2)	FY 26	FY 27	FY 28	FY 24 - FY 28	THROUGH FY 28	FY 29 - FY 33	THROUGH FY33
\$ -	\$ 48,890,000	\$ -	\$ 18,024,800	\$ 4,348,800	\$ -	\$ 8,248,800	\$ 55,695,400	\$ 104,585,400	\$ 54,739,000	\$ 153,324,400

**Transportation**

1. Revenue	\$ -	\$ 48,890,000	\$ -	\$ 18,024,800	\$ 4,348,800	\$ -	\$ 8,248,800	\$ 25,073,000	\$ 55,695,400	\$ 104,585,400	\$ 54,739,000	\$ 153,324,400
5. Streetscape Design and Construction (1)												
DPW												
Transferred	\$ -	\$ 24,250,000	\$ -	\$ -	\$ -	\$ 10,496,385	\$ 10,496,385	\$ 34,746,385	\$ -	\$ -	\$ -	\$ 34,746,385
Appropriated not Transferred	\$ -	\$ 6,580,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,580,000	\$ -	\$ -	\$ -	\$ 6,580,000
Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
DCP												
Transferred	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ 100,000
Appropriated not Transferred	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ 100,000
Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TJPA												
Transferred	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ 2,000,000
Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TJPA												
Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Appropriated not Transferred	\$ 16,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,000,000	\$ -	\$ -	\$ -	\$ 16,000,000
Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
9. Rallyard Realignment Study												
DCP												
Transferred	\$ 3,800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,800,000	\$ -	\$ -	\$ -	\$ 3,800,000
Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
10. Admin (Planning)												
DCP												
Transferred	\$ 135,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 135,000	\$ -	\$ -	\$ -	\$ 135,000
Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
11. Better Market Street												
DPW												
Transferred	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ 2,000,000
Appropriated not Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

**Transit Center.** - IFC Expenditure Plan - FY 24 - FY 28

Revenue : Actuals FY22 and Prior -- Projected FY23 and Forward		FY 23 (CURRENT YEAR)	FY 24 (BUDGET YEAR 1)	FY 25 (BUDGET YEAR 2)	FY 26	FY 27	FY 28	FY 24 - FY 28	THROUGH FY 28	FY 29 - FY 33	THROUGH FY 33
12	SODA Streetscape										
	DPW										
	Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Appropriated not Transferred	\$ 8,500,000							\$ 8,500,000		\$ 8,500,000
	Programmed	\$ -							\$ -		\$ -
	Transferred	\$ -							\$ -		\$ -
	Appropriated not Transferred	\$ -							\$ -		\$ -
	Programmed	\$ -							\$ -		\$ -
12.05	2nd Street (1)										
	CTA										
	Transferred	\$ 470,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 470,000	\$ -	\$ 470,000
	Appropriated not Transferred	\$ 530,000							\$ 530,000		\$ 530,000
	Programmed	\$ -							\$ -		\$ -
12.3	BART Capacity Projects										
	BART										
	Transferred	\$ 170,129	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 170,129	\$ -	\$ 170,129
	Appropriated not Transferred	\$ 1,829,871	\$ (1,515,985)					\$ (1,515,985)	\$ 313,886	\$ -	\$ 313,886
	Programmed	\$ -							\$ -		\$ -
12.5	Transit Delay Mitigation										
	MTA										
	Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Appropriated not Transferred	\$ 2,000,000	\$ (2,000,000)					\$ (2,000,000)	\$ -	\$ -	\$ -
	Programmed	\$ -							\$ -		\$ -
12.75	Transit Delay Mitigation (Regional Transit)										
	[tbd]										
	Transferred	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Appropriated not Transferred	\$ -							\$ -		\$ -
	Programmed	\$ -							\$ -		\$ -
13	Mid-Block Crossings (In-Kind - Transit Tower)										
	IN-KIND										
	Transferred	\$ 1,600,000	\$ -	\$ -	\$ -	\$ 1,600,000	\$ -	\$ 1,600,000	\$ 1,600,000	\$ -	\$ 1,600,000
	Appropriated not Transferred	\$ -				\$ 1,600,000	\$ -	\$ 1,600,000	\$ -	\$ -	\$ 1,600,000
	Programmed	\$ -				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
14	Natoma (In-Kind - Transit Tower)										
	IN-KIND										
	Transferred	\$ 11,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,000,000	\$ -	\$ 11,000,000
	Appropriated not Transferred	\$ -				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Programmed	\$ -				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
15	Bus Boarding Island on Mission Street (In-Kind - Transit Tower)										
	IN-KIND										
	Transferred	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ -	\$ 500,000
	Appropriated not Transferred	\$ -				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Programmed	\$ -				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
16	Transit Tower In-Kind Agreement										
	IN-KIND										
	Transferred	\$ 15,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,000,000	\$ -	\$ 15,000,000
	Appropriated not Transferred	\$ -				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Programmed	\$ -				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Transferred	\$ 96,005,000	\$ (3,515,985)	\$ -	\$ -	\$ 1,600,000	\$ 10,496,385	\$ 6,830,400	\$ 104,585,400	\$ -	\$ 104,585,400
	Appropriated not Transferred	\$ (47,115,000)	\$ 21,540,785	\$ 4,348,800	\$ -	\$ 6,648,800	\$ 14,576,615	\$ 47,115,000	\$ -	\$ -	\$ -
17	Category Balance Per Year	\$ (47,115,000)	\$ (25,574,215)	\$ (21,225,415)	\$ (21,225,415)	\$ (145,766,415)	\$ -	\$ -	\$ -	\$ -	\$ -
18	Category Cumulative Balance	\$ (47,115,000)	\$ (72,689,215)	\$ (93,914,630)	\$ (115,140,045)	\$ (260,906,460)	\$ -	\$ -	\$ -	\$ -	\$ -

**Transit Center** - IPIC Expenditure Plan - FY 24 - FY 28

Revenue - Actuals FY22 and Prior -- Projected FY23 and Forward		FY 23 (CURRENT YEAR)	FY 24 (BUDGET YEAR 1)	FY 25 (BUDGET YEAR 2)	FY 26	FY 27	FY 28	FY 24 - FY 28	THROUGH FY 28	FY 29 - FY 33	THROUGH FY33
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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	\$	17,771,000	\$	-	\$	-	\$	5,891,200	\$	1,999,200	\$	1,874,400	\$	9,364,800	\$	21,075,800	\$	20,842,000	\$	41,917,800		
<b>Expenditure</b>																							
21	City Park (TJPA)																						
	Transferred	\$	2,000,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	2,000,000	\$	-	\$	-	2,000,000	
	Appropriated not Transferred	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	-	
	Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	-	
23	Improvements to Downtown/Chinatown Parks																						
	Transferred	\$	1,500,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	1,500,000	\$	-	\$	-	1,500,000	
	Appropriated not Transferred	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	-	
	Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	-	
24	Central Subway Open Space																						
	Transferred	\$	7,000,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	7,000,000	\$	-	\$	-	7,000,000	
	Appropriated not Transferred	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	-	
	Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	-	
25	Portsmouth Square Improvements (RPD)																						
	Transferred	\$	365,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	365,000	\$	-	\$	-	365,000	
	Appropriated not Transferred	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	-	
	Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	-	
26	Portsmouth Square Improvements (Planning)																						
	Transferred	\$	283,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	283,000	\$	-	\$	-	283,000	
	Appropriated not Transferred	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	-	
	Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	-	
27	Guy Place Park																						
	Transferred	\$	1,525,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	1,525,000	\$	-	\$	-	1,525,000	
	Appropriated not Transferred	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	-	
	Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	-	
28	City Park (In-Kind - Transit Tower)																						
	Transferred	\$	8,500,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	8,500,000	\$	-	\$	-	8,500,000	
	Appropriated not Transferred	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	-	
	Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	-	
<b>Rec and Open Space Expenditure Sub total</b>		\$	21,172,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	21,172,000	\$	-	\$	-	21,172,000	
29	Category Balance Per Year	\$	(9,462,000)	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	19,164,800	\$	-	\$	-	20,842,000	
30	Category Cumulative Balance	\$	(9,462,000)	\$	(3,462,000)	\$	2,429,200	\$	4,028,400	\$	4,028,400	\$	5,902,800	\$	15,702,800	\$	15,702,800	\$	15,702,800	\$	36,544,800	\$	36,544,800

Revenue - Actuals FY22 and Prior -- Projected FY23 and Forward		FY 23 (CURRENT YEAR)	FY 24 (BUDGET YEAR 1)	FY 25 (BUDGET YEAR 2)	FY 26	FY 27	FY 28	FY 24 - FY 28	THROUGH FY 28	FY 29 - FY 33	THROUGH FY33										
31	Revenue Totals	\$	66,601,000	\$	-	\$	-	\$	23,916,000	\$	5,940,000	\$	10,122,200	\$	94,872,000	\$	141,441,200	\$	75,581,000	\$	217,042,200
32	Total Expenditures	\$	117,170,000	\$	-	\$	-	\$	(3,315,985)	\$	-	\$	1,600,000	\$	10,496,385	\$	8,580,400	\$	125,758,400	\$	125,758,400
33	Annual Surplus (Deficit)	\$	(50,577,000)	\$	-	\$	-	\$	27,431,985	\$	5,940,000	\$	8,523,200	\$	24,376,615	\$	66,279,800	\$	15,702,800	\$	75,581,000
34	Cumulative Surplus (Deficit)	\$	(50,577,000)	\$	(50,577,000)	\$	(23,145,015)	\$	(17,197,015)	\$	(8,673,815)	\$	(15,702,800)	\$	15,702,800	\$	15,702,800	\$	91,283,800	\$	91,283,800

# Transit Ceter

IPIC CFD Expenditure Plan FY24 - FY28

Revenue	Future Bond Issuances (5)						THROUGH FY28		
	THROUGH FY22	FY23 (Current Year)	FY24 (Budget Year 1)	FY25 (Budget Year 2)	FY26	FY27			
TIPA CFD Bond Proceeds (1)	\$ 397,657,950	\$ 43,457,509	\$ -	\$ -	\$ -	\$ 66,973,250	\$ 19,584,000	\$ 88,557,250	\$ 529,672,709
TIPA Pay-Go Special Tax Revenue (2)	\$ 14,467,357	\$ 2,269,431	\$ 2,074,459	\$ 2,095,508	\$ 2,127,652	\$ 2,740,003	\$ 2,938,959	\$ 11,976,581	\$ 28,713,389
TOTAL TIPA SHARE	\$ 412,125,307	\$ 45,726,940	\$ 2,074,459	\$ 2,095,508	\$ 2,127,652	\$ 71,713,253	\$ 22,522,959	\$ 100,533,831	\$ 558,386,078
Total City Bond Proceeds (3)	\$ 61,100,414	\$ 29,918,520	\$ -	\$ -	\$ -	\$ 14,518,000	\$ 4,118,250	\$ 18,636,250	\$ 109,655,183
City Pay-Go Special Tax Revenue (4)	\$ 4,888,395	\$ 478,064	\$ 436,993	\$ 441,427	\$ 448,198	\$ 577,192	\$ 619,103	\$ 2,522,912	\$ 7,889,371
TOTAL CITY SHARE	\$ 65,988,809	\$ 30,396,584	\$ 436,993	\$ 441,427	\$ 448,198	\$ 15,095,192	\$ 4,737,353	\$ 21,159,162	\$ 117,544,554
TOTAL REVENUE	\$ 478,114,116	\$ 76,133,524	\$ 2,511,451	\$ 2,536,934	\$ 2,575,850	\$ 86,808,445	\$ 27,260,312	\$ 121,692,993	\$ 675,930,532
<p>1 For FY2021-22, includes bond proceeds from the Special Tax Bonds, Series 2017B, 2019B, 2020B, and 2021B. For FY2022-23, includes bond proceeds from the Special Tax Bonds, Series 2022A (DPW/MTA/BART). Amounts are net of 0.2% CSA audit fee.</p> <p>2 For FY2021-22, includes \$11,620,000 appropriated to TIPA per Ordinance No. 177-21. Estimated for FY2022-23 and thereafter.</p> <p>3 For FY2021-22, includes bond proceeds from the Special Tax Bonds, Series 2017A (DPW) and 2019A (DPW/RECBART). For FY2022-23, includes bond proceeds from the Special Tax Bonds, Series 2022A (DPW/MTA/BART). Amounts are net of 0.2% CSA audit fee.</p> <p>4 Includes \$880,000 allocated to the San Francisco County Transportation Authority for the Downtown Congestion Pricing Study Program. Estimated for FY2022-23 and thereafter.</p> <p>5 Estimated future bond issuances and pay-go are based on current development status of Conditioned Projects and timing estimates provided by OCl and Planning. Subject to change.</p> <p>CFD Bond Proceeds represent the maximum bonding capacity for each issuance, and Pay-Go Special Tax Revenues represent 10% debt service coverage required for Bonds less administrative expenses.</p>									
Expenditure	THROUGH FY22	FY23 (Current Year)	FY24 (Budget Year 1)	FY25 (Budget Year 2)	FY26	FY27	FY28	FY23 - FY28	THROUGH FY28
TIPA Projects	\$ 412,125,307	\$ 45,726,940	\$ 2,074,459	\$ 2,095,508	\$ 2,127,652	\$ 71,713,253	\$ 22,522,959	\$ 100,533,831	\$ 558,386,078
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	\$ 25,120,482							\$ 61,980,127
TC Streetscape Total	\$ 51,015,480								\$ 51,015,480
BART: Embarcadero & Montgomery Stations	\$ 1,000,000	\$ 1,747,754							\$ 2,747,754
Congestion Pricing Study	\$ 880,000								\$ 880,000
Portsmouth Square	\$ 9,000,000								\$ 9,000,000
Transit Delay Mitigation (New Buses)	\$ -	\$ 3,050,284							\$ 3,050,284
2nd / Howard Park	\$ -								\$ -
Traffic Studies	\$ -								\$ -
TOTAL EXPENDITURE	\$ 474,020,787	\$ 75,645,460	\$ 2,074,459	\$ 2,095,508	\$ 2,127,652	\$ 71,713,253	\$ 22,522,959	\$ 100,533,831	\$ 650,200,718
Annual Balance	\$ 4,093,329	\$ 478,064	\$ 436,993	\$ 441,427	\$ 448,198	\$ 15,095,192	\$ 4,737,353	\$ 21,159,162	\$ 25,730,555
Cummulative Balance	\$ 4,093,329	\$ 4,571,393	\$ 5,008,385	\$ 5,449,812	\$ 5,898,010	\$ 20,993,202	\$ 25,730,555	\$ 25,730,555	\$ 25,730,555

# 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 \$11.2 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, three 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 24 and FY 25.

## 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 approvals were certified by the Board of Supervisors on May 19, 2015, City staff have held numerous community meetings. Planning Department staff provided an update to the community in November of 2022, which included information on the IPIC process, capital projects being led by Public Works, SFMTA, and the Recreation and Parks Department, as well as information from the developer. and the developer has also planned several outreach events. The purpose of these updates is to enable community input into the IPIC process, to understand community priorities for the programming of projected impact fees, and to provide current information regarding the status of projects and developments in the area. The City is committed to providing at least one update per year until all impact fees are programmed and any associated projects are implemented. The 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 facilitate a community design process to take each proposed project from conceptual design through detailed design, during which additional community feedback will be solicited.

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

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

## **VISITACION AVENUE MCLAREN PARK CONNECTOR**

New sidewalks, bicycle safety improvements, and traffic calming measures are proposed for Visitation Avenue. The Recreation and Parks Department is conducting community engagement and seeking additional funding and expects to have a preferred design in Spring/Summer of 2023.

## **HERZ PLAYGROUND RENOVATION**

This project is a partnership with Mercy Housing and Related California. The scope includes constructing a new recreation center featuring indoor basketball court, bleachers, multi-purpose room, restrooms and staff spaces. Exterior improvements include removing hazardous trees, installing new adult exercise equipment and constructing bicycle and pedestrian paths and picnic areas. The concept design was approved by the Recreation and Parks Commission in March 2021. Construction is estimated to take place in 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.

## **VISITACION AVENUE STREETScape PROJECT**

This project is being developed in partnership with San Francisco Recreation and Parks and San Francisco MTA. The purpose is to design a walkable and slower Visitation Avenue in McLaren Park along Visitation Avenue between Leland and Mansell. Project scope to include new sidewalks, protected bike lanes, bulbouts, landscaping and improved roadway.

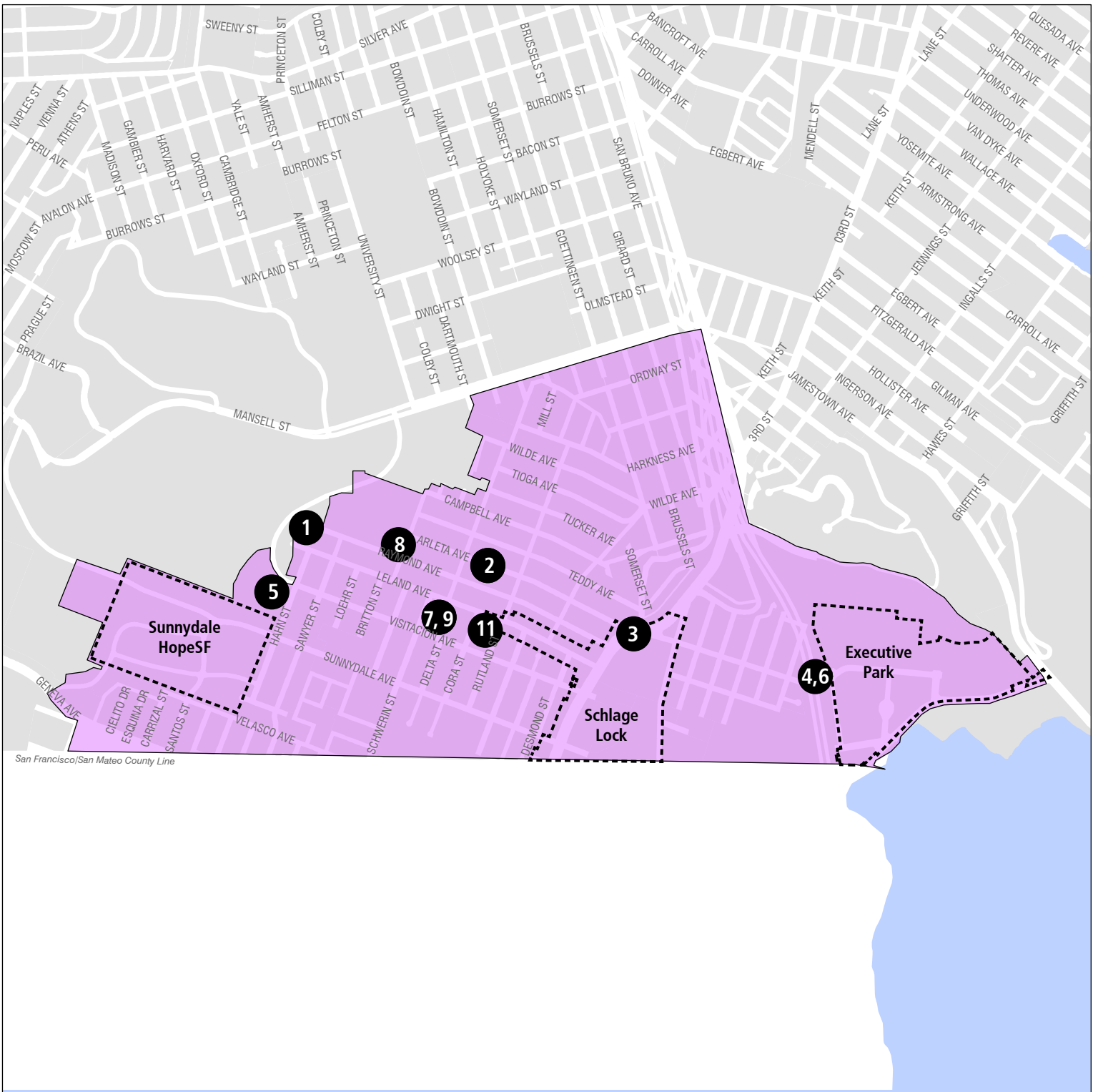
**Project Origin:** McLaren Park Vision Plan (2018), SFMTA Visitation Valley & Portola Community Based Transportation Plan

## **MCLAREN TRAILS PRIORITY IMPROVEMENTS PROJECT**

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

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





## VISITACION VALLEY PROJECTS

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



## VISITACION VALLEY

1. Visitacion Avenue Design Concept
2. Visitacion Valley Branch Library
3. New park at Schlage Lock rendering
4. Herz Playground
5. Blanken Underpass Art Mural

Photo credits: (1-6) SF Planning

**Visitation Valley** - IPIC Expenditure Plan - FY24 - FY28

Revenue And Expenditure		FY 23	FY 24 (BUDGET	FY 25	FY 26	FY 27	FY 28	FY24 - FY28	THROUGH FY28	FY29 - FY33	THROUGH FY33							
		THROUGH FY22	(CURRENT	YEAR 1)	YEAR 1)	YEAR 1)	YEAR 1)	THROUGH FY28	THROUGH FY28	FY29 - FY33	THROUGH FY33							
		YEAR)	YEAR)	YEAR)	YEAR)	YEAR)	YEAR)	THROUGH FY28	THROUGH FY28	FY29 - FY33	THROUGH FY33							
<b>Revenue Summary: Actuals FY22 and Prior; Projected FY23 and Forward</b>																		
COMPLETE STREETS	\$	521,000	\$	52,000	\$	566,000	\$	1,603,000	\$	1,571,000	\$	3,740,000	\$	4,313,000	\$	7,532,000	\$	11,845,000
RECREATION AND OPEN SPACE	\$	608,000	\$	38,000	\$	6,000	\$	1,175,000	\$	1,152,000	\$	2,333,000	\$	2,979,000	\$	4,016,000	\$	7,595,000
COMMUNITY FACILITIES	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
CHILD CARE	\$	406,000	\$	26,000	\$	796,000	\$	784,000	\$	768,000	\$	2,348,000	\$	2,780,000	\$	4,830,000	\$	7,610,000
ADMIN	\$	78,000	\$	6,000	\$	190,000	\$	187,000	\$	184,000	\$	561,000	\$	645,000	\$	1,156,000	\$	1,801,000
<b>Total (For IPIC)</b>	\$	1,922,000	\$	122,000	\$	1,558,000	\$	3,749,000	\$	3,675,000	\$	6,982,000	\$	11,026,000	\$	18,134,000	\$	29,160,000
<b>GRAND TOTAL</b>	\$	1,922,000	\$	122,000	\$	3,808,000	\$	3,749,000	\$	3,675,000	\$	11,832,000	\$	13,276,000	\$	18,134,000	\$	31,410,000
Comparison (Jan 2022)	\$	7,474,000	\$	-	\$	2,330,000	\$	1,353,000	\$	1,353,000	\$	REF	\$	REF	\$	21,139,000	\$	34,208,000
Comparison (Jan 2021)	\$	115,000	\$	-	\$	3,622,000	\$	3,361,000	\$	-	\$	REF	\$	REF	\$	52,954,200	\$	71,265,200
<b>Expenditures: Appropriations FY19 and Prior - Planned FY20 and Forward</b>																		
		THROUGH FY22	FY23 (CURRENT	FY24 (BUDGET	FY25	FY26	FY27	FY28	FY24 - FY28	THROUGH FY28	FY29 - FY33	THROUGH FY33						
		YEAR)	YEAR)	YEAR 1)	YEAR 1)	YEAR 1)	YEAR 1)	YEAR 1)	THROUGH FY28	THROUGH FY28	FY29 - FY33	THROUGH FY33						

**Transportation / Complete Streets**

1. Revenue	\$	521,000	\$	52,000	\$	566,000	\$	1,603,000	\$	1,571,000	\$	3,740,000	\$	4,313,000	\$	7,532,000	\$	11,845,000
<b>Expenditure</b>	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
2. Leland Avenue (Phase II undergrounding)	\$	7,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Appropriated not Transfers	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
4. Pedestrian, Bicycle and Streetscape Enhancement Fund (DPW)	\$	206,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Appropriated not Transfers	\$	3,248,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
5. Pedestrian, Bicycle and Streetscape Enhancement Fund (MTA)	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Appropriated not Transfers	\$	300,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
<b>7. Expenditure Sub Total</b>	\$	3,762,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
8. Category Balance Per Year	\$	(3,241,000)	\$	52,000	\$	566,000	\$	1,603,000	\$	1,571,000	\$	3,740,000	\$	551,000	\$	7,532,000	\$	6,083,000
9. Category Cumulative Balance	\$	(3,241,000)	\$	(3,189,000)	\$	(2,623,000)	\$	(1,020,000)	\$	(1,020,000)	\$	551,000	\$	551,000	\$	551,000	\$	8,083,000

**Visitation Valley** - IPIC Expenditure Plan - FY24 - FY28

Expenditures: Appropriations FY19 and Prior - Planned FY20 and Forward		FY23 (CURRENT YEAR)		FY24 (BUDGET YEAR 1)		FY25		FY26		FY27		FY28		THROUGH FY28		THROUGH FY29 - FY33	
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AGENCY		THROUGH FY22		FY23 (CURRENT YEAR)		FY24 (BUDGET YEAR 1)		FY25		FY26		FY27		FY28		THROUGH FY28		THROUGH FY29 - FY33			
10	Revenue	\$	608,000	\$	38,000	\$	6,000	\$	1,175,000	\$	-	\$	1,152,000	\$	2,333,000	\$	2,979,000	\$	4,616,000	\$	7,595,000
	Expenditure	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
12	Rec and Open Space Planning and Near Term Improvements Enhancement Ft RPD		310,000		310,000		310,000		310,000		310,000		310,000		310,000		310,000		310,000		310,000
	Appropriated not Transfers	\$	2,423,000	\$	1,336,000																
	Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
14	Expenditure Sub Total	\$	2,733,000	\$	1,336,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	4,069,000

15	Category Balance Per Year	\$	(7,733,000)	\$	(1,298,000)	\$	6,000	\$	1,175,000	\$	-	\$	1,152,000	\$	2,333,000	\$	(1,090,000)	\$	4,616,000	\$	3,516,000
16	Category Cumulative Balance	\$	(2,125,000)	\$	(3,423,000)	\$	(3,417,000)	\$	(2,242,000)	\$	(2,242,000)	\$	(1,090,000)	\$	(1,090,000)	\$	(1,090,000)	\$	3,526,000	\$	3,526,000

**Child Care**

17	Revenue	\$	406,000	\$	26,000	\$	796,000	\$	-	\$	-	\$	768,000	\$	1,564,000	\$	1,996,000	\$	-	\$	1,996,000
	Expenditure	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
18	Child Care to H.S.A.		-		-		-		-		-		-		-		-		-		-
	Transferred	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
	Appropriated not Transfers	\$	2,269,000	\$	2,269,000																
	Programmed	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
19	Expenditure Sub Total	\$	2,269,000	\$	2,269,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	2,269,000

20	Category Balance Per Year	\$	(2,269,000)	\$	26,000	\$	796,000	\$	-	\$	-	\$	768,000	\$	2,348,000	\$	511,000	\$	4,830,000	\$	5,241,000
21	Category Cumulative Balance	\$	(1,863,000)	\$	(1,837,000)	\$	(1,041,000)	\$	(257,000)	\$	(257,000)	\$	(257,000)	\$	511,000	\$	511,000	\$	5,341,000	\$	5,341,000

**Visitation Valley** - IPIC Expenditure Plan - FY24 - FY28

Expenditures: Appropriations FY19 and Prior - Planned FY20 and Forward

AGENCY THROUGH FY22 FY23 (CURRENT YEAR) FY24 (BUDGET YEAR 1) FY25 FY26 FY27 FY28 FY24 - FY28 THROUGH FY28 FY29 - FY33 THROUGH FY33

<b>Admin</b>															
27	Revenue	\$	78,000	\$	6,000	\$	190,000	\$	184,000	\$	458,000	\$	1,156,000	\$	1,614,000
<b>Expenditure</b>															
28	Admin														
	DCP														
	Transferred	\$	114,000												
	Appropriated not Transferred	\$	497,000												
	Programmed	\$													
29	Admin Transfer to Programs	\$													
30	Expenditure Sub Total	\$	611,000	\$		\$		\$		\$	611,000	\$		\$	611,000

31	Category Balance Per Year	\$	1,812,000	\$	6,000	\$	190,000	\$	187,000	\$	651,000	\$	94,000	\$	1,150,000
32	Category Cumulative Balance Per Year	\$	(933,000)	\$	(927,000)	\$	(317,000)	\$	(150,000)	\$	34,000	\$	34,000	\$	1,190,000

<b>RUNNING TOTALS</b>																	
		FY23 (CURRENT YEAR)		FY24 (BUDGET YEAR 1)		FY25		FY26		FY27		FY28		THROUGH FY28		THROUGH FY33	
33	Revenue Totals	\$	1,922,000	\$	122,000	\$	1,558,000	\$	3,749,000	\$	-	\$	3,675,000	\$	11,026,000	\$	18,134,000
34	Total Expenditures	\$	9,379,000	\$	1,386,000	\$	-	\$	-	\$	-	\$	-	\$	12,699,000	\$	29,160,000
35	Annual Surplus (Deficit)	\$	(7,457,000)	\$	(1,264,000)	\$	1,558,000	\$	3,749,000	\$	-	\$	3,675,000	\$	(1,673,000)	\$	18,134,000
36	Cumulative Surplus (Deficit)	\$	(6,738,000)	\$	(9,595,000)	\$	(8,437,000)	\$	(4,688,000)	\$	(4,688,000)	\$	(1,013,000)	\$	(1,013,000)	\$	17,121,000