



IMPACT FEE PROJECTIONS AND EXPENDITURE PLANS

MARKET OCTAVIA CAC



**San Francisco
Planning**

Mat Snyder, Planning Department
June 18, 2025

Reminder about Recent Legislation Related to Impact Fees

- In 2023, the City passed legislation which did the following
 - Annual increase on January 1 by a flat 2%.
 - Locked-in” at the amounts assessed upon project approval rather than continuing to increase every January 1 until the issuance of a first construction document.
 - Impact fees are paid at first certificate of occupancy (previously at first construction document).
 - Impact fees are reduced by 33% reduction for projects approved on or before November 1, 2026
- December 2024, the State passed SB 937 requires project to impact fees at certificate of occupancy (i.e. when construction is complete).

Proposed Changes to Impact Fee Projections

- Since the area plans have been adopted the City makes yearly projections about when to expect the revenue and how much. These projections are based on our best guess of when the development will occur.
- Because the City doesn't always know when development will occur, the projections are not precise, and this makes it challenging for capital agencies to rely on impact fees to fund projects.
- The Department is proposing to change the way we calculate impact fees to provide more certainty for the capital agencies.
- The Fee projections will include expected revenue
 - For all projects in the pipeline but not projected on a yearly basis.
 - For projects currently under construction.

Impact Fee Projections

The Way it Was	The Way it Will Be
Projected year-by-year revenue based on specific attributes of each project application	Provide gross expected revenue based on all projects currently in the pipeline
Assumed payments (at least in part) would be made prior to construction	Assume revenue will be at the end of construction; payment projection based on when projects begin construction (i.e. application status prior to construction is irrelevant)
Matched expenditure to year-by-year revenue projection	Provide two buckets of expenditures: <ol style="list-style-type: none"> 1. Previous obligations per previous budget appropriations 2. Other expenditures in previous IPIC spreadsheet in future years
Included projections for project applications that were expected in the future	No longer include assumptions for future project applications
Less certainty for when to expect fee revenue.	Provide more certainty for when to expect fee revenue because projections will be directly tied to the pipeline.
Implementation Team kept separate dataset of development applications subject to IPIC fees	Rely on DataSF's Pipeline dataset*

Impact Fee Projections

The Way it Was

Market Octavia - IPIG Expenditure Plan - FY 26 - FY30

Final Version

Revenue and Expenditure		THROUGH FY24	FY 25 (CURRENT YEAR)	FY 26 (BUDGET YEAR 1)	FY 27 (BUDGET YEAR 2)	FY 28	FY 29	FY 30	FY26-FY30	THROUGH FY30	FY 31-FY35	THROUGH FY35
Revenue : Actuals FY24 and Prior -- Projected FY26 and Forward												
1	TRANSPORTATION / TRANSIT	\$ 12,663,028	\$ 28,800	\$ 8,800	\$ 632,000	\$ 1,132,800	\$ 504,800	\$ 2,308,800	\$ 4,587,200	\$ 17,279,028	\$ 5,671,200	\$ 22,950,228
2	COMPLETE STREETS	\$ 19,779,459	\$ 58,400	\$ 17,600	\$ 1,266,400	\$ 2,266,400	\$ 1,015,200	\$ 4,624,000	\$ 9,189,600	\$ 28,027,459	\$ 11,369,600	\$ 39,397,059
3	RECREATION AND OPEN SPACE	\$ 11,227,513	\$ 27,200	\$ 8,000	\$ 602,400	\$ 1,080,800	\$ 480,000	\$ 2,201,600	\$ 4,372,800	\$ 15,627,513	\$ 5,409,600	\$ 21,037,113
4	GREENING	\$ 4,298,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,298,000	\$ -	\$ 4,298,000
5	COMMUNITY FACILITIES	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
6	CHILDCARE	\$ 4,183,667	\$ 10,400	\$ 3,200	\$ 228,800	\$ 411,200	\$ 181,600	\$ 836,800	\$ 1,661,600	\$ 5,855,667	\$ 2,053,600	\$ 7,909,267
7	LIBRARY	\$ 107,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 107,000	\$ -	\$ 107,000
8	ADMIN	\$ 2,744,299	\$ 6,400	\$ 1,600	\$ 144,000	\$ 257,600	\$ 114,400	\$ 524,000	\$ 1,041,600	\$ 3,792,299	\$ 1,288,800	\$ 5,081,099
9	Total	\$ 54,002,966	\$ 131,200	\$ 39,200	\$ 2,873,600	\$ 5,148,800	\$ 2,296,000	\$ 10,485,200	\$ 20,852,800	\$ 74,886,966	\$ 25,792,800	\$ 100,779,766

Transit												
1	Revenue	\$ 12,663,028	\$ 28,800	\$ 8,800	\$ 632,000	\$ 1,132,800	\$ 504,800	\$ 2,308,800	\$ 4,587,200	\$ 17,279,028	\$ 5,671,200	\$ 22,950,228
Expenditure												
2	Haight Two-way Transportation and Streetscape	MTA	Transferred	\$ 330,000				\$ -	\$ 330,000	\$ -	\$ 330,000	
			Appropriated not Transferred	\$ -				\$ -	\$ -	\$ -	\$ -	
			Programmed	\$ -				\$ -	\$ -	\$ -	\$ -	
			Total	\$ 330,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 330,000	\$ -	\$ 330,000
3	Muni Forward	MTA	Transferred	\$ 300,000				\$ -	\$ 300,000	\$ -	\$ 300,000	
			Appropriated not Transferred	\$ -				\$ -	\$ -	\$ -	\$ -	
			Programmed	\$ -				\$ -	\$ -	\$ -	\$ -	
			Total	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ 300,000
4	Light Rail Service Enhancement	MTA	Transferred	\$ 5,250,000				\$ -	\$ 5,250,000	\$ -	\$ 5,250,000	
			Appropriated not Transferred	\$ -				\$ -	\$ -	\$ -	\$ -	
			Programmed	\$ -				\$ -	\$ -	\$ -	\$ -	
			Total	\$ 5,250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,250,000	\$ -	\$ 5,250,000
5	Polk Street northbound bicycle improvements	MTA	Transferred	\$ 50,000				\$ -	\$ 50,000	\$ -	\$ 50,000	
			Appropriated not Transferred	\$ -				\$ -	\$ -	\$ -	\$ -	
			Programmed	\$ -				\$ -	\$ -	\$ -	\$ -	
			Total	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ -	\$ 50,000
6	Van Ness BRT - Van Ness and Mission Ped. improvements	MTA	Transferred	\$ 1,500,000				\$ -	\$ 1,500,000	\$ -	\$ 1,500,000	
			Appropriated not Transferred	\$ -				\$ -	\$ -	\$ -	\$ -	
			Programmed	\$ -				\$ -	\$ -	\$ -	\$ -	
			Total	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	\$ -	\$ 1,500,000
7	Hub Transportation Improvements Study	DCP	Transferred	\$ 250,000				\$ -	\$ 250,000	\$ -	\$ 250,000	
			Appropriated not Transferred	\$ -				\$ -	\$ -	\$ -	\$ -	
			Programmed	\$ -				\$ -	\$ -	\$ -	\$ -	
			Total	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250,000	\$ -	\$ 250,000

Impact Fee Projections

The Way it Will Be

IPIC Revenue Projections and Planned Expenditures:

Revenue from MO Infrastructure Fee	\$35,013,356					
Revenue from Market / Van Ness SUD Fee	\$12,627,811					
Total Pipeline Fee Revenue	\$47,641,167					
Total Revenue from Projects Under Construction (revenue within next 3 years)	\$0					
Ongoing Commitments						
Category	Line Item No.	Project Title	Agency	Appropriated Not Transferred	Total Programmed	Total
MO						
Transit	10	HUB Transportation Improvements Fund	MTA	5,515,860	5,483,599	10,999,459
Complete Streets	20	Oak Plaza In-Kind	In-Kind		2,180,893	2,180,893
Complete Streets	24	Living Alleys	DPW	500,000	500,000	1,000,000
Complete Streets	25	Better Market Street - Market from 10th to Octavia	DPW	500,000	-	500,000
Complete Streets	27	Patricia's Green Rotating Art Project	ARTS	-	300,000	300,000
Complete Streets	32	Re-establish Octavia Boulevard ROW with Hayward Park	DCP	150,000	-	150,000
Complete Streets	33	Sidewalk Greening Program	DPW		600,000	600,000
Complete Streets	34	Streetscape Enhancement Fund	DPW	2,000,000	-	2,000,000
Complete Streets	39	HUB Public Realm Improvements Plan	DPW	5,468,372	2,239,306	7,707,678
Complete Streets	39.2	13th Street	MTA	3,650,000		3,650,000
Recreation and Open Space	47	Buchanan Street Mall	RPD	505,250	-	505,250
Recreation and Open Space	48.25	11th and Notama	RPD	2,100,000	505,250	2,605,250
Recreation and Open Space	48.5	Civic Center	RPD	-	2,524,345	2,524,345
Recreation and Open Space	48.75	Koshland Park	RPD		2,000,000	2,000,000
Child Care	53	OECE Child Care NOFA Program	DEC	4,808,000	-	4,808,000
Admin	59	Program Admin	DCP	3,106,150	-	3,106,150
Total				28,303,632	16,333,393	44,637,025

Record of MO Projects Funded by IPIC

■ 2025 IPIC Report:

https://files.sfplanning.org/documents/publications/ipic/IPIC_Annual_Report-2025.pdf

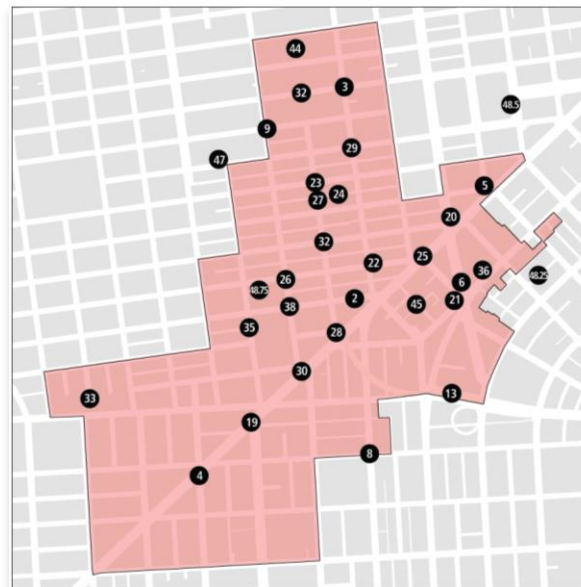
INTERAGENCY PLAN IMPLEMENTATION COMMITTEE

ANNUAL REPORT JANUARY 2025



San Francisco Planning Department
Citywide Policy Planning

San Francisco
Planning



Market-Octavia Projects

- | | | |
|---|---|--|
| 1. Right Turn-only Transportation and Streetscape | 23. Hayes Street Way | 46. Van Ness BRT - Van Ness and Mission St. Improvements |
| 2. Market Tunnel | 24. Living After Community Challenge Grants | 47. Neighborhood Heritage Program |
| 3. Light Rail Service Enhancements | 25. Bernal Heights Street - Market from 10th to Octavia | 48. Octavia Boulevard Integration System |
| 4. Park Street Westbound Bypass Improvements | 26. Bernal Heights Street - Market from 10th to Octavia | 49. HRT Park Street Improvements |
| 5. Van Ness BRT - Van Ness and Mission St. Improvements | 27. Potrero Hill Streetway and Project | 50. 20th Street Bypass Improvements |
| 6. Market Tunnel | 28. Market / Octavia Plaza Feasibility Study | 51. Market / Octavia Plaza Feasibility Study |
| 7. Market / Octavia Plaza Feasibility Study | 29. Potrero Hill Streetway and Project | 52. Market / Octavia Plaza Feasibility Study |
| 8. Market / Octavia Plaza Feasibility Study | 30. Market / Octavia Plaza Feasibility Study | 53. Market / Octavia Plaza Feasibility Study |
| 9. Market / Octavia Plaza Feasibility Study | 31. Market / Octavia Plaza Feasibility Study | 54. Market / Octavia Plaza Feasibility Study |
| 10. Market / Octavia Plaza Feasibility Study | 32. Market / Octavia Plaza Feasibility Study | 55. Market / Octavia Plaza Feasibility Study |
| 11. Market / Octavia Plaza Feasibility Study | 33. Market / Octavia Plaza Feasibility Study | 56. Market / Octavia Plaza Feasibility Study |
| 12. Market / Octavia Plaza Feasibility Study | 34. Market / Octavia Plaza Feasibility Study | 57. Market / Octavia Plaza Feasibility Study |
| 13. Market / Octavia Plaza Feasibility Study | 35. Market / Octavia Plaza Feasibility Study | 58. Market / Octavia Plaza Feasibility Study |
| 14. Market / Octavia Plaza Feasibility Study | 36. Market / Octavia Plaza Feasibility Study | 59. Market / Octavia Plaza Feasibility Study |
| 15. Market / Octavia Plaza Feasibility Study | 37. Market / Octavia Plaza Feasibility Study | 60. Market / Octavia Plaza Feasibility Study |
| 16. Market / Octavia Plaza Feasibility Study | 38. Market / Octavia Plaza Feasibility Study | 61. Market / Octavia Plaza Feasibility Study |
| 17. Market / Octavia Plaza Feasibility Study | 39. Market / Octavia Plaza Feasibility Study | 62. Market / Octavia Plaza Feasibility Study |
| 18. Market / Octavia Plaza Feasibility Study | 40. Market / Octavia Plaza Feasibility Study | 63. Market / Octavia Plaza Feasibility Study |
| 19. Market / Octavia Plaza Feasibility Study | 41. Market / Octavia Plaza Feasibility Study | 64. Market / Octavia Plaza Feasibility Study |
| 20. Market / Octavia Plaza Feasibility Study | 42. Market / Octavia Plaza Feasibility Study | 65. Market / Octavia Plaza Feasibility Study |
| 21. Market / Octavia Plaza Feasibility Study | 43. Market / Octavia Plaza Feasibility Study | 66. Market / Octavia Plaza Feasibility Study |
| 22. Market / Octavia Plaza Feasibility Study | 44. Market / Octavia Plaza Feasibility Study | 67. Market / Octavia Plaza Feasibility Study |
| | 45. Market / Octavia Plaza Feasibility Study | 68. Market / Octavia Plaza Feasibility Study |



MARKET AND OCTAVIA

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

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

Impact Fee Projections

- Ramification:
 - Projecting less revenue
 - Revenue pushed out (because revenue is now collected at the end of construction)
 - Revenue projections likely to be more reliable because projections will be directly tied to the pipeline
 - Capital agencies will still have advance notice to plan for projects
 - CFD Projections not yet prepared