

RESOLUTION NO. 71-2010

Adopted June 3, 2010

MAKING FINDINGS PURSUANT TO SECTIONS 33445 AND 33445.1 OF THE CALIFORNIA COMMUNITY REDEVELOPMENT LAW FOR THE FUNDING OF INSTALLATION AND CONSTRUCTION OF PUBLIC IMPROVEMENTS RELATED TO THE BAYVIEW HUNTERS POINT REDEVELOPMENT PROJECT AREA; BAYVIEW HUNTERS POINT REDEVELOPMENT PROJECT AREA

BASIS FOR RESOLUTION

1. The Redevelopment Agency of the City and County of San Francisco (“Agency”) has adopted, by Resolution No. 64-2010, an amendment to the Bayview Hunters Point Redevelopment Plan (“Redevelopment Plan Amendment”) to implement the Candlestick Point Hunters Point Shipyard Phase 2 Project (the “Project”) in Candlestick Point and has recommended that the Board of Supervisors of the City and County of San Francisco (“Board of Supervisors”) approve the Redevelopment Plan Amendment.
2. The Redevelopment Plan Amendment provides for a development program for Candlestick Point (“Zone 1 of the Bayview Hunters Point Redevelopment Project Area”) that includes up to 7,850 residential units, 760,000 square feet of regional and neighborhood serving retail and entertainment space, 50,000 square feet of community space, 150,000 square feet of office space, 150,000 square feet of hotel and hotel related uses, and a 10,000 seat arena (the "Stadium Alternative").
3. The Redevelopment Plan Amendment provides that, in the event the San Francisco 49ers elect to relocate somewhere other than the Hunters Point Shipyard Redevelopment Project Area, the non-residential components of the development program for Zone 1 of the Bayview Hunters Point Redevelopment Project Area remain unchanged while up to 1,625 of the 7,850 residential units planned for Zone 1 of the Bayview Hunters Point Redevelopment Project Area may be shifted to the Hunters Point Shipyard Redevelopment Project Area where they would be developed on the site that had been reserved for the stadium (the "Non-Stadium Alternative").
4. The Agency has approved, by Resolution No. 69-2010, a Disposition and Development Agreement between CP Development Co., LP and the Agency (“DDA”) for the development of the Project upon Phase 2 of the Hunters Point Shipyard Redevelopment Project Area and the Candlestick Point Activity Node of the Bayview Hunters Point Redevelopment Project Area (together, the “Project

Site”). As set forth in the Financing Plan attached to the DDA, the Agency will have financial obligations to finance certain costs of the Project, including the pledge of tax increment from the Project Site for public improvements and affordable housing purposes, subject to the approval of the Board of Supervisors. Tax increment from the Project Site or the proceeds of bonds secured by a pledge of tax increment will be used to make payments on indebtedness of the Agency to pay or otherwise reimburse directly the costs of public infrastructure or other public improvements.

5. The public improvements for which payment of costs by the Agency are proposed to be authorized pursuant to the findings herein are part of the Agency’s redevelopment program for the Candlestick Point portion (Zone 1) of the Bayview Hunters Point Redevelopment Project Area, including the implementation of the Project.
6. Section 33445 of the California Health and Safety Code authorizes a redevelopment agency, with the consent of the legislative body, to pay for the costs of certain public improvements if the legislative body determines that: 1) the public improvements benefit the project area; 2) no other reasonable means of financing the improvements are available to the community; and 3) payment for the improvements will assist in the elimination of blight in the project area and is consistent with the implementation plan.
7. Section 33445.1 of the California Health and Safety Code authorizes a redevelopment agency, with the consent of the legislative body, to pay for the costs of certain public improvements if the legislative body determines that: (1) the public improvements are of primary benefit to the project area, and the public improvements benefit the project area by helping to eliminate blight within the project area, or will directly assist in the provision of housing for low- or moderate-income persons; (2) no other reasonable means of financing the acquisition of the public improvements are available to the legislative body including, but not limited to, general obligation bonds, revenue bonds, special assessment bonds, or bonds issued pursuant to the Mello-Roos Community Facilities Act of 1982 (Chapter 2.5 (commencing with Section 53311)) of Part 1 of Division 2 of Title 5 of the Government Code); (3) the payment of funds for the public improvements is consistent with the implementation plan; and (4) each public improvement is provided for in the redevelopment plan.
8. Both the proposed Redevelopment Plan Amendment and the findings of this Resolution will be considered for adoption by the Board of Supervisors.

RESOLUTION

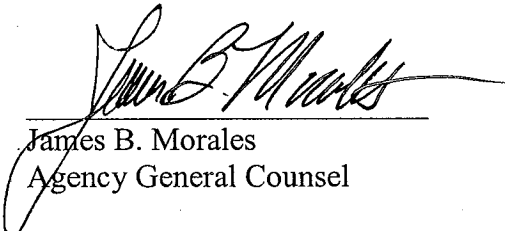
NOW THEREFORE BE IT RESOLVED, that the Agency hereby adopts the findings contained in Attachment A.

IT IS FURTHER RESOLVED that the Agency hereby proposes that the Board of Supervisors adopt the findings contained in Attachment A.

IT IS FURTHER RESOLVED that the Agency, based on the findings contained in Attachment A, hereby the Board of Supervisors' consent to fund the public improvements listed in Attachment B in the event the Stadium Alternative is implemented.

IT IS FURTHER RESOLVED that the Agency, based on the findings contained in Attachment A, hereby seeks the Board of Supervisors' consent to fund the public improvements in Attachment C in the event the Non-Stadium Alternative is implemented.

APPROVED AS TO FORM:



James B. Morales
Agency General Counsel

FINDINGS OF BENEFIT
BAYVIEW HUNTERS POINT REDEVELOPMENT PROJECT AREA
STADIUM AND NON-STADIUM ALTERNATIVES
(Health & Safety Code § 33445)

SUBJECT IMPROVEMENTS:

The substantial majority of the development program for the Project Area remains consistent in both the Stadium Alternative and the Non-Stadium Alternative. While the Non-Stadium Alternative results in a slightly less dense residential development component, the infrastructure, public facilities, utilities, parks and open space, and related improvements needed to serve the remaining residential remain virtually unchanged. In addition, the non-residential components of the development program – neighborhood and regional serving retail, office, entertainment, and community uses – and all of their related infrastructure and public utilities are entirely unchanged. Thus, the findings below apply to both the Stadium Alternative and the Non-Stadium Alternative.

The intent of the following findings is to make two sets of findings, one of which applies in the event that the Stadium Alternative is developed, and the other of which applies if the Non-Stadium Alternative is developed. “Subject Improvements,” as used below, means the Stadium Alternative Public Improvements (Attachment B, Schedule 1) in the event of the Stadium Alternative is implemented, and the Non-Stadium Public Improvements (Attachment C, Schedule 1) in the event the Non-Stadium Alternative is implemented.

I. FINDINGS OF BENEFIT

The Redevelopment Agency of the City and County of San Francisco proposes to pay for the Subject Improvements that will benefit Project Area B of the Bayview Hunters Point Redevelopment Plan (the “Project Area”) and that will help to eliminate blight within the Project Area in that:

- A. A substantial portion of the Yosemite Slough Bridge, including its approach on the western side of Yosemite Slough, is within the Project Area. Those portions of the Yosemite Slough Bridge that extend outside the Project Area are contiguous with the Project Area within the meaning of Health & Safety Code section 33445(f) as they are located on a parcel that shares a boundary with the Project Area and is separated from the Project Area only by the Yosemite Slough. All other Subject Improvements will be located entirely within the Project Area.
- B. The Subject Improvements will facilitate the construction of new public infrastructure and transportation facilities to service new development at Candlestick Point and the Alice Griffith Housing Development. Enhanced transportation within the Project Area and between the Project Area and other areas of the City will directly benefit the residents of the Project Area.

ATTACHMENT A

- C. Remedying deficiencies in the stormwater drainage system in the Project Area will result in a system capable of addressing wet weather drainage, reducing overflows along the Project Area shoreline, and allowing for future development.
- D. The Subject Improvements will remedy the currently prevalent deteriorated pavement, surface scaling and cracking conditions, unimproved and non-paved roads, abandoned and deteriorating railroad tracks on roadways, and potholes. Addressing these deficiencies will reduce traffic hazards and decrease the risk of motor vehicle accidents. Remedying street deficiencies will also reduce traffic congestion and circulation problems, which ultimately hinder commercial development in the Project Area. Improving areas where curbs and sidewalks are missing or badly damaged and deteriorated will enhance public safety in the Project Area, eliminating conditions that force pedestrians to walk in active traffic lanes, and otherwise eliminating conditions that create pedestrian hazards and limit pedestrian movement and access.
- E. The Yosemite Slough Bridge will benefit residents of Candlestick Point by enabling them to directly access, via transit, new job centers that will be created through development of significant research and development and office uses at Hunters Point Shipyard. In addition, the bridge will benefit residents of the Project Area by improving direct public transit connections to Hunters Point Shipyard from regional transit facilities and the Highway 101 corridor, which will substantially reduce private commuter vehicle trips to the research and development and office uses that are to be developed at Hunters Point Shipyard as well as associated congestion, noise, and air quality impacts. In the event the stadium is developed, the bridge will additionally benefit residents of the Project Area by improving direct transit connections to the new stadium and thus reducing surface street traffic through the Project Area during game days, along with accompanying congestion, noise, and air quality impacts.
- F. The Subject Improvements will create community and regional parks, open spaces, destinations and gathering places, including a comprehensive shoreline park and open space system, that will directly benefit the quality of life for residents of the Project Area. (The Subject Improvements include shoreline improvements that will protect both the perimeter of the new open spaces as well as the perimeter of the development.) In addition to benefitting the quality of life, these park and open space improvements will attract visitors, which will improve the economic viability of the substantial retail, entertainment, and tourist-oriented commercial elements of the development program for the Project Area.
- G. Deficiencies in public infrastructure and facilities contribute to blight in the Project Area. The Subject Improvements, including the facilities themselves and the associated construction required to provide them, will assist in eliminating blight by improving public safety, providing for recreational opportunities and thereby enhancing the quality of life in the community, facilitating development, integrating the Project Area into the broader San Francisco economy, eliminating

ATTACHMENT A

unsafe physical conditions, and establishing improved utilities that conform with current design standards.

- H. The Subject Improvements will act as a catalyst, providing incentive for private investment in the Project Area and thereby further contributing to the removal of economic blight.
- I. In light of the findings above, the Subject Improvements will primarily benefit the Project Area.

II. NO OTHER MEANS OF FINANCING

The City faces substantial fiscal challenges in light of substantially reduced tax revenues and challenging economic conditions created by the recent deep recession. Several budget-related documents confirm the breadth and depth of the City's fiscal challenges. Based on the conclusions of those documents, including those specifically summarized below, no other reasonable means of financing the Subject Improvements are available to the community aside from payment of the costs of the Subject Improvements by the Agency.

A. City's Three-Year Budget Projection for General Fund Supported Obligations FY 2010-11 through 2012-13

According to the Three-Year Budget Projection for General Fund Supported Obligations FY 2010-11 through 2012-13 (published April 2, 2010 by the Controller's Office, Mayor's Office, and Board of Supervisors Budget Analyst):

1. Projected shortfalls in General Fund revenues compared to expenditures over the next three years are \$483 million in FY 2010-11, \$712 million in FY 2011-12, and \$787 million in FY 2012-13.
2. Due to the State's severe budget shortfall, the City expects significant cuts in State funding. While the City's budgeting assumed a reduction of \$58 million, the Three Year Budget Projection notes that it is possible the final State budget could contain significantly more reductions in funding to the City than were assumed.

B. Budget Year 2010 - 2011 City & County of San Francisco Mayor's Office Instructions & Controller's Technical Instructions

In order to implement each year's budget, the Controller releases technical instructions designed to conform departmental spending and budgeting to the Citywide budget. The instructions released in connection with the 2010-2011 Citywide budget reveal the significant fiscal challenges faced by the City and illustrate why alternative sources of funding are not available for the substantial program of improvements, infrastructure, utilities, public facilities, parks and

ATTACHMENT A

open space, and related public improvements that are the subject of this resolution. Among the findings included in the Controller's Technical Instructions are the following:

1. The Mayor's Budget Office projects a \$522.2 million shortfall for FY 2010-11, assuming current spending levels and estimated revenue shortfalls. The Budget Office has required all departments to submit plans to reduce their General Fund spending in the current year by 3.9 percent in order to address the FY 2009-10 revenue shortfall. If all of these mid-year adjustments are annualized, the deficit would be reduced by approximately \$56.3 million, leaving a budget shortfall of \$465.9 million.
2. The Budget Office has instructed departments to submit budget requests for FY 2010-11 that reflect at least a 20 percent reduction in General Fund support. Of the 20 percent reductions proposed, at least 15 percent should be ongoing, and no more than 5 percent should be one-time in nature.
3. The Budget Office has instructed departments to submit a prioritized contingency plan with their budget submission equal to 10 percent of their reduced General Fund base. The Budget Office anticipates that it will need some or all of the departmental contingency reductions in order to balance the citywide deficit.

C. City and County of San Francisco
Capital Plan Fiscal Years 2011-2020
Executive Summary

The City's ten-year Capital Plan is designed to identify and budget for necessary long-term capital improvements, including the categories of infrastructure, roadway, utility, public facility, and park and open space improvements that are the subject of these findings. The City's most recent Capital Plan for Fiscal Years 2011-2020 concluded the following:

1. For each of the last four years, the CPC has approved and the Mayor and Board have adopted the policy to increase General Fund commitments ten percent per year to eventually meet annual capital needs. However, a FY 2009-2010 revenue shortfall of \$438 million resulted in drastic cuts to the capital budget for the second year in a row, as the chart below illustrates.
2. The decision to underfund the City's annual renewal needs has long-term effects. The 2011-2020 Capital Plan defers \$183 million more annual needs than last year (a 33 percent increase).
3. Continued General Fund (GF) deficits and decreased investments in capital will increase the City's already large backlog of routine repair and renewal needs. Last year's reduced capital budget alone deferred the point when investments catch up to annual needs by two more years. Even assuming the

ATTACHMENT A

City invests \$67 million in FY 2011 and increases that amount to \$165 million by FY 2020 as the City's Capital Plan recommends, the City will still not meet the annual renewal needs until 2025. Not only does this prevent the City from maintaining its infrastructure in a state of good repair but it makes those same repairs more expensive in the future as construction costs increase and small preventative repairs become larger and more expensive replacements.

III. CONSISTENCY WITH THE IMPLEMENTATION PLAN

- A. The payment of funds for the Subject Improvements is consistent with the Implementation Plan for the Bayview Hunters Point Redevelopment Plan, adopted pursuant to Health & Safety Code section 33490, as updated by Resolution No. _____. See *Bayview Hunters Point Redevelopment Project Five Year Implementation Plan* (FY 2006/07-2010/11) (May 2010 Update) ("Implementation Plan"), at H-18. The public improvements provided for in the Implementation Plan include, but are not limited to:
1. Public open spaces including parks, plazas, habitat restoration, sports facilities and playgrounds.
 2. Facilities in parks such as tables, waste receptacles, signage, landscaping, market stalls and maintenance facilities.
 3. Public roadways and other walkways, roadways, lanes, and connectors.
 4. Medians, curbs, bulb-outs, and gutters.
 5. Sidewalks, street trees, landscaping, and street furnishings.
 6. Street, sidewalk, and park lighting.
 7. Traffic signals, control centers, street signage, and pavement striping.
 8. Parking meters.
 9. Potable water distribution and fire suppression facilities.
 10. Reclaimed water facilities and irrigation distribution.
 11. Sanitary sewer facilities and pump stations.
 12. Storm drains, storm water sewer, treatment and conveyance facilities.
 13. Natural gas, electric, telephone and telecommunication facilities.
 14. Utilities and utility relocation.
 15. Muni light rail/bus/transit facilities, cantenary wires, communication facilities, transit stops and markings, poles, eyebolts, and substations as needed and related improvements.
 16. Bridges, trails, and staircases.
 17. Improvements to existing roadways, streetscapes and utilities.
- B. The Subject Improvements are also consistent with the goals and objectives of the Implementation Plan, including but not limited to:
1. Strengthening the economic base of the Project and the community by strengthening retail and other commercial functions within the Project through

ATTACHMENT A

the facilitation of new retail space, and as appropriate, new commercial and light industrial uses.

2. Providing public parks and open space.
3. Supporting locally owned small businesses and local entrepreneurship.
4. Facilitating emerging commercial-industrial sectors through facilitating improvement of transportation access to commercial and industrial areas, improvement of safety within the Project Area, and the installation of needed site improvements to stimulate new commercial and industrial expansion, employment, and economic growth.
5. Facilitating public transit opportunities to and within the Project to the extent feasible.
6. Providing land, as feasible and appropriate, for publicly accessible open spaces.
7. Providing assistance towards the improvement of key transportation routes to meet the needs of alternative transportation modes, industrial trucking operations, and emergency operations.
8. Eliminating blighting influences and correcting environmental deficiencies within the Project, including, but not limited to, abnormally high vacancies, abandoned, deteriorated and dilapidated buildings, incompatible land uses, impaired property values due to hazardous wastes, excess of problem businesses, high crime rates, and inadequate or deteriorated public improvements, facilities and utilities.
9. Removing structurally substandard buildings, removing impediments to land development, and facilitating modern, integrated development with improved pedestrian and vehicular circulation within Project Area and vicinity.
10. Redesigning and developing undeveloped and underdeveloped areas, which are improperly utilized.

ATTACHMENT A

**FINDINGS OF PRIMARY BENEFIT
BAYVIEW HUNTERS POINT REDEVELOPMENT PROJECT AREA
STADIUM AND NON-STADIUM ALTERNATIVES
(Health & Safety Code § 33445.1)**

PUBLIC IMPROVEMENTS OUTSIDE THE PROJECT AREA:

The following findings are for the construction of the following improvements listed in Attachments B and C, Schedule II. For improvements where the Agency will be making a fair share contribution, the findings below constitute findings that the primary benefit of that contribution, and the associated proportionate benefit of the public improvement, flows to the Project Area.

- **Stadium Pad**: Horizontal improvements, including utilities and infrastructure, needed to deliver a buildable pad for a 69,000 seat stadium. These improvements include Stadium Pad Infrastructure as described in section 5.2 of the Infrastructure Plan. Note that the findings below pertaining to the Stadium Pad are not needed in the event the 49ers do not elect to relocate to the Hunters Point Shipyard.
- **Harney Way Improvements** (including Item Nos. 40 Harney, 41 Harney/Geneva BRT/TPS, and 43 Geneva/Harney/US-101 Interchange on page 5 of Attachment B, Schedule II and on page 5 of Attachment C, Schedule II): Street, utility, lighting, curb and gutter, and related improvements to that portion of Harney Way extending westerly from the westernmost boundary of the Project Area to the City and County Boundary Line, including improvements that facilitate transit and access to Highway 101, to the extent that these improvements are located within the City and County of San Francisco.
- **Palou Avenue Street Improvements**: Street, utility, lighting, curb and gutter, and related improvements to Palou Avenue outside of the Project Area, to be funded by tax increment solely from Zone 1.
- **Pennsylvania & 25th Signal Improvements**: Installation of signal improvements at the intersection of Pennsylvania and 25th, one block north of the Project Area.
- **Bayshore Caltrain Station Improvements**: Improvements to access BRT transit from the Bayshore Caltrain Station that will serve the Project Area, to the extent that these improvements are located within the City and County of San Francisco.

I. FINDINGS OF PRIMARY BENEFIT AND ELIMINATION OF BLIGHTING CONDITIONS

- A. The Stadium Pad is of primary benefit to the Project Area in that:**

ATTACHMENT A

Area – including both the new retail, restaurants, and hospitality services proposed at Candlestick Point as well as existing businesses located to the northwest of the stadium site in the Project Area – will receive a substantial economic benefit from the stadium. Project Area residents will benefit from the use of the playing fields associated with the stadium, and use of these playing fields will lead to patronage of businesses in Project Area.

2. The Stadium Pad will benefit Project Area residents by clearing the way for demolition of the existing Candlestick Park, allowing for the reuse of the current Candlestick Park site with community uses, neighborhood serving retail and commercial uses, an economically invigorating regional retail and entertainment complex, a hotel and a performance arena, all of which will serve residents throughout the Project Area. The development of these uses will, for the first time in decades, provide Candlestick Point with a unique neighborhood character and sense of place.
3. The Stadium Pad will act as a catalyst in the Project Area, providing an incentive for private investment, thereby contributing to the removal of economic blight.

B. The Harney Way Improvements are of primary benefit to the Project Area in that:

1. The improvements to Harney Way will provide access to the Candlestick Point portion (Zone 1) of the Project Area. This will allow access to the regional visitors to the commercial components of the redevelopment program (hotel, regional retail, arena) and help to render those facilities successful, thereby rendering the commercial components of the redevelopment program for Candlestick Point successful. The Harney Way improvements will allow for improved transit to the stadium on game days, which will mean fewer traffic impacts throughout the Project Area, and thus less congestion, air quality impacts, and noise impacts on Project Area surface streets.
2. The Harney Way Improvements will act as a catalyst in the Project Area, providing an incentive for private investment, thereby contributing to the removal of economic blight. In particular, the Harney Way Improvements will provide enhanced truck access to Zone 2 of the Project Area.

C. The Palou Avenue Street Improvements are of primary benefit to the Project Area in that:

1. The Palou Avenue Street Improvements will allow for improved transit service, including fewer interruptions, thus benefitting new residents of the Project Area by facilitating access to neighborhood services, access to broader city services and new and existing job centers, and access to recreational opportunities. In light of the fact that transit along Palou Avenue runs through the Project Area, and given the far greater existing population within the

ATTACHMENT A

Project Area as compared to the adjacent Hunters Point Shipyard and the greater amount of future residential development proposed for the Project Area as compared to the adjacent Hunters Point Shipyard, a proportionately greater share of the service benefit associated with the improvements to Palou Avenue is expected to flow to the Project Area.

2. The Palou Avenue Street Improvements will act as a catalyst providing an incentive for private investment, thereby contributing to the removal of economic blight.
- D. The Pennsylvania & 25th Signal Improvements are of primary benefit to the Project Area in that:
1. The installation of the new traffic signal, if warranted by traffic counts, will alleviate traffic impacts to the Project Area, which is one block South of the intersection, and also enhance traffic safety in the Project Area. The signal improvement to Pennsylvania Ave/25th is part of the overall transportation/traffic congestion management program that is both necessitated by traffic volumes in the Project Area due both to enhanced regional retail uses and the increased traffic through the Project Area due to the stadium. As such, the Pennsylvania Ave/25th improvements will assist in and facilitate the removal of blight in the Project Area.
- E. The payment of public funds for the Bayshore Caltrain Station Improvements are of primary benefit to the Project Area in that:
1. The improvements will assist in providing BRT transit connections between the Bayshore Caltrain Station and the Project Area.
 2. The Bayshore Caltrain Station Improvements will act as a catalyst in the Project Area, providing an incentive for private investment, thereby contributing to the removal of economic blight.

II. NO OTHER MEANS OF FINANCING

The City faces substantial fiscal challenges in light of substantially reduced tax revenues and challenging economic conditions created by the ongoing recession. Several budget-related documents confirm the breadth and depth of the City's fiscal challenges. Based on the conclusions of those documents, including those specifically summarized below, no other reasonable means of financing the Subject Improvements are available to the community aside from payment of the costs of the Subject Improvements by the Agency.

- A. City Three-Year Budget Projection for General Fund Supported Obligations FY 2010-11 through 2012-13

ATTACHMENT A

According to the Three-Year Budget Projection for General Fund Supported Obligations FY 2010-11 through 2012-13 (published April 2, 2010 by the Controller's Office, Mayor's Office, and Board of Supervisors Budget Analyst):

1. Projected shortfalls in General Fund revenues compared to expenditures over the next three years are \$483 million in FY 2010-11, \$712 million in FY 2011-12, and \$787 million in FY 2012-13.
2. Due to the State's severe budget shortfall, the City expects significant cuts in State funding. While the City's budgeting assumed a reduction of \$58 million, the Three Year Budget Projection notes that it is possible the final State budget could contain significantly more reductions in funding to the City than were assumed.

B. Budget Year 2010 - 2011
City & County of San Francisco Mayor's Office Instructions &
Controller's Technical Instructions

In order to implement each year's budget, the Controller releases technical instructions designed to conform departmental spending and budgeting to the Citywide budget. The instructions released in connection with the 2010-2011 Citywide budget reveal the significant fiscal challenges faced by the City and illustrate why alternative sources of funding are not available for the substantial program of improvements, infrastructure, utilities, public facilities, parks and open space, and related public improvements that are the subject of this resolution. Among the findings included in the Controller's Technical Instructions are the following:

1. The Mayor's Budget Office projects a \$522.2 million shortfall for FY 2010-11, assuming current spending levels and estimated revenue shortfalls. The Budget Office has required all departments to submit plans to reduce their General Fund spending in the current year by 3.9 percent in order to address the FY 2009-10 revenue shortfall. If all of these mid-year adjustments are annualized, the deficit would be reduced by approximately \$56.3 million, leaving a budget shortfall of \$465.9 million.
2. The Budget Office has instructed departments to submit budget requests for FY 2010-11 that reflect at least a 20 percent reduction in General Fund support. Of the 20 percent reductions proposed, at least 15 percent should be ongoing, and no more than 5 percent should be one-time in nature.
3. The Budget Office has instructed departments to submit a prioritized contingency plan with their budget submission equal to 10 percent of their reduced General Fund base. The Budget Office anticipates that it will need some or all of the departmental contingency reductions in order to balance the citywide deficit.

ATTACHMENT A

C. City and County of San Francisco
Capital Plan Fiscal Years 2011-2020
Executive Summary

The City's ten-year Capital Plan is designed to identify and budget for necessary long-term capital improvements, including the categories of infrastructure, roadway, utility, public facility, and park and open space improvements that are the subject of these findings. The City's most recent Capital Plan for Fiscal Years 2011-2020 concluded the following:

1. For each of the last four years, the CPC has approved and the Mayor and Board have adopted the policy to increase General Fund commitments ten percent per year to eventually meet annual capital needs. However, a FY 2009-2010 revenue shortfall of \$438 million resulted in drastic cuts to the capital budget for the second year in a row, as the chart below illustrates.
2. The decision to underfund the City's annual renewal needs has long-term effects. The 2011-2020 Capital Plan defers \$183 million more annual needs than last year (a 33 percent increase).

Continued General Fund (GF) deficits and decreased investments in capital will increase the City's already large backlog of routine repair and renewal needs. Last year's reduced capital budget alone deferred the point when investments catch up to annual needs by two more years. Even assuming the City invests \$67 million in FY 2011 and increases that amount to \$165 million by FY 2020 as the City's Capital Plan recommends, the City will still not meet the annual renewal needs until 2025. Not only does this prevent the City from maintaining its infrastructure in a state of good repair but it makes those same repairs more expensive in the future as construction costs increase and small preventative repairs become larger and more expensive replacements.

In order to adequately finance the construction of the infrastructure and public improvements required to support the development program set forth in the Bayview Hunters Point Redevelopment Plan, numerous comprehensive community facilities districts under the Mello-Roos Community Facilities Act of 1982 (herein, "CFDs") are proposed to contribute towards the funding of improvements to the maximum extent feasible under current Agency guidelines and the local real estate market. Because the CFDs will be comprehensive, no other land-secured financing district (e.g., assessment district financing) is financially feasible. As such, and in light of the financial conditions described above, the CFDs are not alternatives to tax increment financing. Even with the implementation of the CFDs, the payment of costs by the Agency in connection with installation and construction of the Stadium Pad, the Harney Way Improvements, the Palou Avenue Street Improvements, Pennsylvania & 25th Signal Improvements, and the Bayshore Caltrain Station Improvements is still required.

III. CONSISTENCY WITH THE IMPLEMENTATION PLAN

ATTACHMENT A

A. The payment of funds by the Agency for installation and construction of Harney Way Improvements is consistent with the Implementation Plan adopted pursuant to Health & Safety Code section 33490. See *Bayview Hunters Point Redevelopment Project Five Year Implementation Plan* (FY 2006/07-2010/11), at H-18. The public improvements provided for in the Implementation Plan include, but are not limited to:

1. Public roadways and other walkways, roadways, lanes, and connectors.
2. Medians, curbs, bulb-outs, and gutters.
3. Sidewalks, street trees, landscaping, and street furnishings.
4. Street, sidewalk, and park lighting.
5. Traffic signals, control centers, street signage, and pavement striping.

The Harney Way Improvements are consistent with the goals and objectives of the Implementation Plan, including but not limited to:

1. Facilitating emerging commercial-industrial sectors through facilitating improvement of transportation access to commercial and industrial areas, improvement of safety within the Project Area, and the installation of needed site improvements to stimulate new commercial and industrial expansion, employment, and economic growth.
2. Facilitating public transit opportunities to and within the Project to the extent feasible.
3. Providing assistance towards the improvement of key transportation routes to meet the needs of alternative transportation modes, industrial trucking operations, and emergency operations.

B. The payment of funds by the Agency for installation and construction of the Stadium Pad is consistent with the Implementation Plan, provided the 49ers elect to relocate to the Hunters Point Shipyard, in that the Stadium and related improvements will stimulate economic development, strengthening the economic base of the Project through construction of the Stadium is specifically provided for in the Implementation Plan.

C. The payment of funds for the Palou Street Improvements is consistent with the Implementation Plan adopted pursuant to Health & Safety Code section 33490. See *Bayview Hunters Point Redevelopment Project Area Five Year Implementation Plan*, as updated by Resolution No. _____. The public improvements provided for in the Implementation Plan include, but are not limited to:

1. Public roadways and other walkways, roadways, lanes, and connectors.
2. Medians, curbs, bulb-outs, and gutters.
3. Sidewalks, street trees, landscaping, and street furnishings.
4. Street, sidewalk, and park lighting.
5. Traffic signals, control centers, street signage, and pavement striping.

ATTACHMENT A

The Palou Avenue Street Improvements are consistent with the goals and objectives of the Implementation Plan, including but not limited to:

1. Facilitating emerging commercial-industrial sectors through facilitating improvement of transportation access to commercial and industrial areas, improvement of safety within the Project Area, and the installation of needed site improvements to stimulate new commercial and industrial expansion, employment, and economic growth.
 2. Facilitating public transit opportunities to and within the Project to the extent feasible.
 3. Providing assistance towards the improvement of key transportation routes to meet the needs of alternative transportation modes, industrial trucking operations, and emergency operations.
- D. The payment of funds for the Bayshore Caltrain Station Improvements is consistent with the Implementation Plan adopted pursuant to Health & Safety Code section 33490. See Bayview Hunters Point Redevelopment Project Area Five Year Implementation Plan, as updated by Resolution No. _____. The goals and objectives of the Implementation Plan include, but are not limited to, facilitating public transit opportunities to and within the Project to the extent feasible.
- E. The payment of funds for the Pennsylvania & 25th Signal Improvements is consistent with the Implementation Plan adopted pursuant to Health & Safety Code section 33490. See Bayview Hunters Point Redevelopment Project Area Five Year Implementation Plan, as updated by Resolution No. _____. The public improvements provided for in the Implementation Plan include, but are not limited to: traffic signals, control centers, street signage, and pavement striping.

The Pennsylvania & 25th Signal Improvements are consistent with the goals and objectives of the Implementation Plan, including but not limited to: providing assistance towards the improvement of key transportation routes to meet the needs of alternative transportation modes, industrial trucking operations, and emergency operations.

IV. EACH IMPROVEMENT IS PROVIDED FOR IN THE REDEVELOPMENT PLAN

- A. The Stadium Pad, the Harney Way Improvements, the Palou Avenue Street Improvements, the Bayshore Caltrain Station Improvements and the Pennsylvania & 25th Signal Improvements are provided for in the Bayview Hunters Point Redevelopment Plan.

ATTACHMENT A

**FACILITIES TO BE FINANCED BY
BVHP PROJECT AREA B (ZONE 1)
STADIUM ALTERNATIVE**

Attachment B

Schedule I	Section 33445 Facilities (Located Within or Contiguous to BVHP Project Area B)	Stadium Alternative
------------	---	---------------------

Item No.	Facility	Description of Facility	Estimated Cost
----------	----------	-------------------------	----------------

1	Abatement & Demolition	Demolition of existing structures on Candlestick Point to allow for implementation of new program. See Candlestick Point Infrastructure Plan Section 5.1.	\$45,765,490
2	Auxiliary Water Supply System	Installation of a high pressure water piping network throughout the development to provide an auxiliary source of water for fire fighting purposes. See Candlestick Point Infrastructure Plan Section 2.3.4.	\$16,779,379
3	Low Pressure Water	Water service system to provide potable domestic water to each of the land uses within the development area. See Candlestick Point Infrastructure Plan Section 2.3.5.	\$18,534,298
4	Recycled Water	Distribution system for recycled water to reduce the demand on the potable water system. See Candlestick Point Infrastructure Plan Section 2.3.6.	\$9,346,989
5	Shoreline Improvements	Reconstruction and Stabilization of the existing shoreline to protect the perimeter of the development area. See Candlestick Point Infrastructure Plan Section 3.4.1.	\$5,996,381
6	Separated Sanitary Sewer	Wastewater collection system to each of the uses identified in the development area. See Candlestick Point Infrastructure Plan Section 2.3.1.	\$19,769,358
7	Storm Drainage System	Piping and various stormwater treatment facilities located throughout the development area to collect and convey stormwater runoff. See Candlestick Point Infrastructure Plan Section 2.3.3.	\$51,866,359
8	Joint Trench	Dry utility system providing a distribution system for phone, cable, fiber optic, power, gas and other related facilities throughout the development area. See Candlestick Point Infrastructure Plan Section 2.4.	\$29,134,514
9	Street Lights, Traffic Signals-Overhead Signs	Luminaires, traffic control systems, and related appurtenances as described in the Candlestick Point Infrastructure Plan Sections 2.1 and 2.2.	\$18,477,541
10	Sidewalk, Curb and Gutter	Work associated with the installation of sidewalks curb and gutter throughout the development area as described in Candlestick Point Infrastructure Plan Sections 2.1 and 2.2.	\$12,203,990
11	Streets and Roads	Construction of the roadway network established to serve the new development as described in the Candlestick Point Infrastructure Plan Sections 2.1 and 2.2.	\$23,095,364
12	Earthwork	Grading and surcharge operations including import, cut and fill necessary to construct the development as shown in the Candlestick Point Infrastructure Plan Section 5.5.	\$41,971,651

**FACILITIES TO BE FINANCED BY
BVHP PROJECT AREA B (ZONE 1)
STADIUM ALTERNATIVE**

Schedule I		Stadium Alternative	
Section 33445 Facilities (Located Within or Contiguous to BVHP Project Area B)			
Item No.	Facility	Description of Facility	Estimated Cost
13	Streetscape Improvements	Includes streetscape improvements of the on-site streets according to the Candlestick Point Infrastructure Plan Section 2.1, to be further defined in the Project Streetscape Master Plan.	\$20,820,846
14	Temporary Improvement	Interim improvements may be required to serve an early phase of the development, as described in the Candlestick Point Infrastructure Plan Section 5.2.	\$6,900,536
15	Transportation	Transportation management systems and transit stops as described in the Project Transportation Plan and Candlestick Point Infrastructure Plan Section 2.2.	\$3,710,001
16	Alice Griffith Park	Developed in accordance with the Project Open Space Master Plan, and as summarized in Candlestick Point Infrastructure Plan Section 4.1.	\$4,021,696
17	Candlestick Point Neighborhood Park	Developed in accordance with the Project Open Space Master Plan, and as summarized in Candlestick Point Infrastructure Plan Section 4.1.	\$5,856,280
18	Grasslands North	Developed in accordance with the Project Open Space Master Plan, and as summarized in Candlestick Point Infrastructure Plan Section 4.1.	\$2,475,600
19	Last Port	Developed in accordance with the Project Open Space Master Plan, and as summarized in Candlestick Point Infrastructure Plan Section 4.1.	\$4,008,541
20	Earl Boulevard Park	Developed in accordance with the Project Open Space Master Plan, and as summarized in Candlestick Point Infrastructure Plan Section 4.1.	\$3,945,923
21	Wedge Park	Developed in accordance with the Project Open Space Master Plan, and as summarized in Candlestick Point Infrastructure Plan Section 4.1.	\$7,644,611
22	Bayview Gardens	Developed in accordance with the Project Open Space Master Plan, and as summarized in Candlestick Point Infrastructure Plan Section 4.1.	\$6,664,255
23	Grasslands South	Developed in accordance with the Project Open Space Master Plan, and as summarized in Candlestick Point Infrastructure Plan Section 4.1.	\$2,475,600
24	The Neck	Developed in accordance with the Project Open Space Master Plan, and as summarized in Candlestick Point Infrastructure Plan Section 4.1.	\$3,255,532
25	Mini Wedge Park	Developed in accordance with the Project Open Space Master Plan, and as summarized in Candlestick Point Infrastructure Plan Section 4.1.	\$2,654,674

**FACILITIES TO BE FINANCED BY
BVHP PROJECT AREA B (ZONE 1)
STADIUM ALTERNATIVE**

Schedule I		Stadium Alternative	
Section 33445 Facilities (Located Within or Contiguous to BVHP Project Area B)			
Item No.	Facility	Description of Facility	Estimated Cost
26	The Last Rubble	Developed in accordance with the Project Open Space Master Plan, and as summarized in Candlestick Point Infrastructure Plan Section 4.1.	\$12,814,509
27	Wind Meadow	Developed in accordance with the Project Open Space Master Plan, and as summarized in Candlestick Point Infrastructure Plan Section 4.1.	\$9,438,805
28	The Heart of the Park	Developed in accordance with the Project Open Space Master Plan, and as summarized in Candlestick Point Infrastructure Plan Section 4.1.	\$5,192,541
29	The Point	Developed in accordance with the Project Open Space Master Plan, and as summarized in Candlestick Point Infrastructure Plan Section 4.1.	\$2,509,299
30	Bayview Hillside Open Space	Developed in accordance with the Project Open Space Master Plan, and as summarized in Candlestick Point Infrastructure Plan Section 4.1.	\$371,000
31	Jamestown Walker Slope	Developed in accordance with the Project Open Space Master Plan, and as summarized in Candlestick Point Infrastructure Plan Section 4.1.	\$371,000
32	Palou Avenue (within Project Area)	Improvements to the existing roadways required to accommodate the development of the project area as described in the Hunters Point Infrastructure Plan Section 2.1.3.	\$12,786,148
33	Ingalls / Thomas / Carroll / Griffith	Improvements to the existing roadways required to accommodate the development of the project area as described in the Candlestick Point Infrastructure Plan Section 2.1.3 and Hunters Point Infrastructure Plan Section 2.1.3.	\$20,793,246
34	Gilman	Improvements to the existing roadways required to accommodate the development of the project area as described in the Candlestick Point Infrastructure Plan Section 2.1.3.	\$10,971,630
35	Ingerson	Improvements to the existing roadways required to accommodate the development of the project area as described in the Candlestick Point Infrastructure Plan Section 2.1.3.	\$2,392,634

**FACILITIES TO BE FINANCED BY
BVHP PROJECT AREA B (ZONE 1)
STADIUM ALTERNATIVE**

Schedule I		Stadium Alternative	
Section 33445 Facilities (Located Within or Contiguous to BVHP Project Area B)			
Item No.	Facility	Description of Facility	Estimated Cost
36	Jamestown	Improvements to the existing roadways required to accommodate the development of the project area as described in the Candlestick Point Infrastructure Plan Section 2.1.3.	\$1,829,864
37	Yosemite Slough Bridge	A new Yosemite Slough bridge (including approach road and RAD Clearance) will be constructed as described in Hunters Point Infrastructure Plan Section 5.6.	\$82,970,072
TOTAL SECTION 33445 FACILITIES:			\$529,816,160

Note: The line item costs above are estimates only and include construction management, design, mitigation monitoring, as-builts and cost associated with transfer to City, City and third party costs, air quality monitoring, phase applications, bonds, applicable land acquisition costs, insurance, and construction contingency.

**FACILITIES TO BE FINANCED BY
BVHP PROJECT AREA B (ZONE 1)
STADIUM ALTERNATIVE**

Schedule II	Section 33445.1 Facilities (Located Outside BVHP Project Area B)	Stadium Alternative	
Item No.	Facility	Description of Facility	Estimated Cost

38	Palou Avenue	Improvements to the existing roadways required to accommodate the development of the project area as described in the Hunters Point Infrastructure Plan Section 2.1.3.	\$15,627,513
39	Pennsylvania & 25th Signal	Improvements to the existing roadways required to accommodate the development of the project area as described in the Hunters Point Infrastructure Plan Section 2.1.3.	\$1,113,000
40	Harney	Improvements to the existing roadways required to accommodate the development of the project area as described in the Candlestick Point Infrastructure Plan Section 2.1.3.	\$19,328,465
41	Harney / Geneva BRT/TPS	Fair share contribution formulated through Bi-County Transp. Study as described in the Candlestick Point Infrastructure Plan Sec. 2.1.3 and the Transportation Plan.	\$81,738,720
42	Bayshore Caltrain Station	Fair share contribution formulated through Bi-County Transp. Study as described in the Candlestick Point Infrastructure Plan Sec. 2.2 and the Transportation Plan.	\$3,799,040
43	Geneva / Harney / US-101 Interchange	Fair share contribution formulated through Bi-County Transp. Study as described in the Candlestick Point Infrastructure Plan Sec. 2.1.3 and the Transportation Plan.	\$31,698,240
44	Stadium Pad	The Stadium Pad and Stadium Pad Infrastructure pursuant to the DDA and Hunters Point Infrastructure Plan Section 5.2.	\$81,962,801

TOTAL SECTION 33445.1 FACILITIES:	\$235,267,779
--	----------------------

Note: The line item costs above are estimates only and include construction management, design, mitigation monitoring, as-builts and cost associated with transfer to City, City and third party costs, air quality monitoring, phase applications, bonds, applicable land acquisition costs, insurance, and construction contingency.

**FACILITIES TO BE FINANCED BY
BVHP PROJECT AREA B (ZONE 1)
NON-STADIUM ALTERNATIVE**

Schedule I		Non-Stadium Alternative	
Section 33445 Facilities (Located Within or Contiguous to BVHP Project Area B)			
Item No.	Facility	Description of Facility	Estimated Cost
1	Abatement & Demolition	Demolition of existing structures on Candlestick Point to allow for implementation of new program. See Candlestick Point Infrastructure Plan Section 5.1.	\$46,567,311
2	Auxiliary Water Supply System	Installation of a high pressure water piping network throughout the development to provide an auxiliary source of water for fire fighting purposes. See Candlestick Point Infrastructure Plan Section 2.3.4.	\$17,073,357
3	Low Pressure Water	Water service system to provide potable domestic water to each of the land uses within the development area. See Candlestick Point Infrastructure Plan Section 2.3.5.	\$18,859,023
4	Recycled Water	Distribution system for recycled water to reduce the demand on the potable water system. See Candlestick Point Infrastructure Plan Section 2.3.6.	\$9,510,750
5	Shoreline Improvements	Reconstruction and Stabilization of the existing shoreline to protect the perimeter of the development area. See Candlestick Point Infrastructure Plan Section 3.4.1.	\$6,101,439
6	Separated Sanitary Sewer	Wastewater collection system to each of the uses identified in the development area. See Candlestick Point Infrastructure Plan Section 2.3.1.	\$20,115,722
7	Storm Drainage System	Piping and various stormwater treatment facilities located throughout the development area to collect and convey stormwater runoff. See Candlestick Point Infrastructure Plan Section 2.3.3.	\$52,775,039
8	Joint Trench	Dry utility system providing a distribution system for phone, cable, fiber optic, power, gas and other related facilities throughout the development area. See Candlestick Point Infrastructure Plan Section 2.4.	\$29,644,957
9	Street Lights, Traffic Signals-Overhead Signs	Luminaires, traffic control systems, and related appurtenances as described in the Candlestick Point Infrastructure Plan Sections 2.1 and 2.2.	\$15,415,851
10	Sidewalk, Curb and Gutter	Work associated with the installation of sidewalks curb and gutter throughout the development area as described in Candlestick Point Infrastructure Plan Sections 2.1 and 2.2.	\$12,398,664
11	Streets and Roads	Construction of the roadway network established to serve the new development as described in the Candlestick Point Infrastructure Plan Sections 2.1 and 2.2.	\$23,495,139
12	Earthwork	Grading and surcharge operations including import, cut and fill necessary to construct the development as shown in the Candlestick Point Infrastructure Plan Section 5.5.	\$47,491,238

**FACILITIES TO BE FINANCED BY
BVHP PROJECT AREA B (ZONE 1)
NON-STADIUM ALTERNATIVE**

Schedule I		Non-Stadium Alternative	
Section 33445 Facilities (Located Within or Contiguous to BVHP Project Area B)			
Item No.	Facility	Description of Facility	Estimated Cost
13	Streetscape Improvements	Includes streetscape improvements of the on-site streets according to the Candlestick Point Infrastructure Plan Section 2.1, to be further defined in the Project Streetscape Master Plan.	\$20,524,048
14	Temporary Improvement	Interim improvements may be required to serve an early phase of the development, as described in the Candlestick Point Infrastructure Plan Section 5.2.	\$6,902,945
15	Transportation	Transportation management systems and transit stops as described in the Project Transportation Plan and Candlestick Point Infrastructure Plan Section 2.2.	\$3,775,002
16	Alice Griffith Park	Developed in accordance with the Project Open Space Master Plan, and as summarized in Candlestick Point Infrastructure Plan Section 4.1.	\$4,092,157
17	Candlestick Point Neighborhood Park	Developed in accordance with the Project Open Space Master Plan, and as summarized in Candlestick Point Infrastructure Plan Section 4.1.	\$5,958,883
18	Grasslands North	Developed in accordance with the Project Open Space Master Plan, and as summarized in Candlestick Point Infrastructure Plan Section 4.1.	\$2,518,973
19	Last Port	Developed in accordance with the Project Open Space Master Plan, and as summarized in Candlestick Point Infrastructure Plan Section 4.1.	\$4,078,771
20	Earl Boulevard Park	Developed in accordance with the Project Open Space Master Plan, and as summarized in Candlestick Point Infrastructure Plan Section 4.1.	\$4,015,057
21	Wedge Park	Developed in accordance with the Project Open Space Master Plan, and as summarized in Candlestick Point Infrastructure Plan Section 4.1.	\$7,778,546
22	Bayview Gardens	Developed in accordance with the Project Open Space Master Plan, and as summarized in Candlestick Point Infrastructure Plan Section 4.1.	\$6,781,014
23	Grasslands South	Developed in accordance with the Project Open Space Master Plan, and as summarized in Candlestick Point Infrastructure Plan Section 4.1.	\$2,518,973
24	The Neck	Developed in accordance with the Project Open Space Master Plan, and as summarized in Candlestick Point Infrastructure Plan Section 4.1.	\$3,312,570
25	Mini Wedge Park	Developed in accordance with the Project Open Space Master Plan, and as summarized in Candlestick Point Infrastructure Plan Section 4.1.	\$2,701,185

**FACILITIES TO BE FINANCED BY
BVHP PROJECT AREA B (ZONE 1)
NON-STADIUM ALTERNATIVE**

Schedule I		Non-Stadium Alternative	
Section 33445 Facilities (Located Within or Contiguous to BVHP Project Area B)			
Item No.	Facility	Description of Facility	Estimated Cost
26	The Last Rubble	Developed in accordance with the Project Open Space Master Plan, and as summarized in Candlestick Point Infrastructure Plan Section 4.1.	\$13,039,022
27	Wirld Meadow	Developed in accordance with the Project Open Space Master Plan, and as summarized in Candlestick Point Infrastructure Plan Section 4.1.	\$9,604,175
28	The Heart of the Park	Developed in accordance with the Project Open Space Master Plan, and as summarized in Candlestick Point Infrastructure Plan Section 4.1.	\$5,283,516
29	The Point	Developed in accordance with the Project Open Space Master Plan, and as summarized in Candlestick Point Infrastructure Plan Section 4.1.	\$2,553,262
30	Bayview Hillside Open Space	Developed in accordance with the Project Open Space Master Plan, and as summarized in Candlestick Point Infrastructure Plan Section 4.1.	\$377,500
31	Jamestown Walker Slope	Developed in accordance with the Project Open Space Master Plan, and as summarized in Candlestick Point Infrastructure Plan Section 4.1.	\$377,500
32	Palou Avenue (within the Project Area)	Improvements to the existing roadways required to accommodate the development of the project area as described in the Hunters Point Infrastructure Plan Section 2.1.3.	\$13,010,163
33	Ingalls/Thomas/Carrol/Griffith	Improvements to the existing roadways required to accommodate the development of the project area as described in the Candlestick Point Infrastructure Plan Section 2.1.3 and Hunters Point Infrastructure Plan Section 2.1.3.	\$21,157,548
34	Gilman Avenue	Improvements to the existing roadways required to accommodate the development of the project area as described in the Candlestick Point Infrastructure Plan Section 2.1.3.	\$11,126,106

**FACILITIES TO BE FINANCED BY
BVHP PROJECT AREA B (ZONE 1)
NON-STADIUM ALTERNATIVE**

Schedule I		Non-Stadium Alternative	
Section 33445 Facilities (Located Within or Contiguous to BVHP Project Area B)			
Item No.	Facility	Description of Facility	Estimated Cost
35	Ingerson	Improvements to the existing roadways required to accommodate the development of the project area as described in the Candlestick Point Infrastructure Plan Section 2.1.3.	\$1,906,053
36	Jamestown	Improvements to the existing roadways required to accommodate the development of the project area as described in the Candlestick Point Infrastructure Plan Section 2.1.3.	\$1,333,424
37	Yosemite Slough Bridge	A new Yosemite Slough bridge (including approach road and RAD Clearance) will be constructed as described in Hunters Point Infrastructure Plan Sections 5.6 and 7.5.	\$99,615,836
TOTAL SECTION 33445 FACILITIES:			\$553,790,720

Note: The line item costs above are estimates only and include construction management, design, mitigation monitoring, as-builts and cost associated with transfer to City, City and third party costs, air quality monitoring, phase applications, bonds, applicable land acquisition costs, insurance, and construction contingency.

**FACILITIES TO BE FINANCED BY
BVHP PROJECT AREA B (ZONE 1)
NON-STADIUM ALTERNATIVE**

Schedule II	Section 33445.1 Facilities (Located Outside BVHP Project Area B)	Non-Stadium Alternative	
Item No.	Facility	Description of Facility	Estimated Cost

38	Palou Avenue	Improvements to the existing roadways required to accommodate the development of the project area as described in the Hunters Point Infrastructure Plan Section 2.1.3.	\$15,901,311
39	Pennsylvania & 25th Signal	Improvements to the existing roadways required to accommodate the development of the project area as described in the Hunters Point Infrastructure Plan Section 2.1.3 and the Transportation Plan.	\$1,132,500
40	Harney	Improvements to the existing roadways required to accommodate the development of the project area as described in the Candlestick Point Infrastructure Plan Section 2.1.3.	\$18,261,196
41	Harney / Geneva BRT/TPS	Fair share contribution formulated through Bi-County Transp. Study as described in the Candlestick Point Infrastructure Plan Sec. 2.1.3 and the Transportation Plan.	\$83,170,800
42	Bayshore Caltrain Station	Fair share contribution formulated through Bi-County Transp. Study as described in the Candlestick Point Infrastructure Plan Sec. 2.2 and the Transportation Plan.	\$3,865,600
43	Geneva / Harney / US-101 Interchange	Fair share contribution formulated through Bi-County Transp. Study as described in the Candlestick Point Infrastructure Plan Sec. 2.1.3 and the Transportation Plan.	\$32,253,600

TOTAL SECTION 33445.1 FACILITIES:	\$154,585,007
--	----------------------

Note: The line item costs above are estimates only and include construction management, design, mitigation monitoring, as-builts and cost associated with transfer to City, City and third party costs, air quality monitoring, phase applications, bonds, applicable land acquisition costs, insurance, and construction contingency.