

**Prop AA Strategic Plan**  
**Table 1 - FY 2012/13 - FY 2016/17 Approved Programming**

| District  | Project Name <sup>1</sup>                                  | Phase   | Sponsor <sup>2</sup> | Fiscal Year<br>2012/13                         | Fiscal Year<br>2013/14 | Fiscal Year<br>2014/15 | Fiscal Year<br>2015/16 | Fiscal Year<br>2016/17 | 5-Year Total         |                      |
|---|--|---------|----------------------|--|------------------------|------------------------|------------------------|------------------------|----------------------|----------------------|
| <b>Street Repair and Reconstruction</b>                 |  |         |                      | <b>Funds Available in Category<sup>3</sup></b> |                        |                        |                        |                        |                      | <b>\$ 13,199,232</b> |
| 6   | 9th Street Pavement Renovation                             | CON     | DPW                  | \$ 2,216,627                                   |                        |                        |                        |                        | \$ 2,216,627         |                      |
| 4   | 28th Ave Pavement Renovation                               | CON     | DPW                  | \$ 1,174,260                                   |                        |                        |                        |                        | \$ 1,174,260         |                      |
| 3   | Chinatown Broadway St                                      | DES     | DPW                  | \$ 650,000                                     |                        |                        |                        |                        | \$ 650,000           |                      |
| 9,10,11   | Mansell Corridor Improvement Project                       | DES     | RPD                  |  | \$ 202,228             |                        |                        |                        | \$ 202,228           |                      |
| 9,10,11   | Mansell Corridor Improvement Project                       | CON     | RPD                  |  |                        | \$ 2,325,624           |                        |                        | \$ 2,325,624         |                      |
| 5,6   | McAllister St Pavement Renovation                          | CON     | DPW                  | \$ 2,210,000                                   |                        |                        |                        |                        | \$ 2,210,000         |                      |
| 8   | Dolores St Pavement Renovation                             | CON     | DPW                  |  |                        | \$ 2,210,000           |                        |                        | \$ 2,210,000         |                      |
| 6   | Brannan St Pavement Renovation                             | CON     | DPW                  |  |                        |                        |                        | \$ 2,210,000           | \$ 2,210,000         |                      |
| <b>Subtotal Approved</b>                                |  |         |                      | <b>\$ 4,040,887</b>                            | <b>\$ 2,412,228</b>    | <b>\$ 4,535,624</b>    | <b>\$ -</b>            | <b>\$ 2,210,000</b>    | <b>\$ 13,198,739</b> |                      |
| <b>(Over)/Under</b>                                     |  |         |                      | <b>\$ 318,001</b>                              | <b>\$ (202,142)</b>    | <b>\$ (2,325,538)</b>  | <b>\$ 2,210,086</b>    | <b>\$ 86</b>           | <b>\$ 493</b>        |                      |
| <b>Cumulative Remaining</b>                             |  |         |                      | <b>\$ 318,001</b>                              | <b>\$ 115,859</b>      | <b>\$ (2,209,680)</b>  | <b>\$ 407</b>          | <b>\$ 493</b>          | <b>\$ 493</b>        |                      |
| Category % Allocation per Expenditure Plan <sup>3</sup> |  |         | 50%                  |  |                        |                        |                        |                        |                      |                      |
| Approved %  |  |         | 50%                  |  |                        |                        |                        |                        |                      |                      |
| <b>Pedestrian Safety</b>                                |  |         |                      |  |                        |                        |                        |                        |                      |                      |
| <b>Funds Available in Category<sup>3</sup></b>          |  |         |                      | <b>\$ 6,599,616</b>                            |                        |                        |                        |                        |                      |                      |
| 2   | Arguello Gap Closure                                       | DES     | Presidio             | \$ 75,000                                      |                        |                        |                        |                        | \$ 75,000            |                      |
| 2   | Arguello Gap Closure                                       | CON     | Presidio             |  | \$ 275,000             |                        |                        |                        | \$ 275,000           |                      |
| 6   | Mid-Block Crossings on Minna/7th & Natoma/8th <sup>4</sup> | DES     | SFCTA                | \$ 110,000                                     |                        |                        |                        |                        | \$ 110,000           |                      |
| 6   | Mid-Block Crossings on Minna/7th & Natoma/8th <sup>4</sup> | CON     | SFCTA                |  | \$ 620,000             |                        |                        |                        | \$ 620,000           |                      |
| 2,5   | Franklin St Pedestrian Signals                             | DES     | SFMTA                | \$ 830,000                                     |                        |                        |                        |                        | \$ 830,000           |                      |
| 2,5   | Franklin St Pedestrian Signals                             | CON     | SFMTA                |  | \$ 720,000             |                        |                        |                        | \$ 720,000           |                      |
| 1,2,3,5,6,8,9   | Pedestrian Countdown Signals                               | CON     | SFMTA                | \$ 1,683,000                                   |                        |                        |                        |                        | \$ 1,683,000         |                      |
| 7   | Winston Drive Pedestrian Improvements Phase                | DES     | SFSU                 | \$ 146,000                                     |                        |                        |                        |                        | \$ 146,000           |                      |
| 7   | Winston Drive Pedestrian Improvements Phase                | CON     | SFSU                 |  | \$ 1,004,000           |                        |                        |                        | \$ 1,004,000         |                      |
| 6   | McAllister St Campus Streetscape <sup>4</sup>              | DES     | UC Hastings          | \$ 83,000                                      |                        |                        |                        |                        | \$ 83,000            |                      |
| 6   | McAllister St Campus Streetscape <sup>4</sup>              | CON     | UC Hastings          |  | \$ 717,000             |                        |                        |                        | \$ 717,000           |                      |
| 2,5   | Gough St Pedestrian Signals                                | DES/CON | SFMTA                |  |                        | \$ 337,000             |                        |                        | \$ 337,000           |                      |
| <b>Subtotal Approved</b>                                |  |         |                      | <b>\$ 2,844,000</b>                            | <b>\$ 2,702,000</b>    | <b>\$ 717,000</b>      | <b>\$ 337,000</b>      | <b>\$ -</b>            | <b>\$ 6,600,000</b>  |                      |
| <b>(Over)/Under</b>                                     |  |         |                      | <b>\$ (664,556)</b>                            | <b>\$ (1,596,957)</b>  | <b>\$ 388,043</b>      | <b>\$ 768,043</b>      | <b>\$ 1,105,043</b>    | <b>\$ (384)</b>      |                      |
| <b>Cumulative Remaining</b>                             |  |         |                      | <b>\$ (664,556)</b>                            | <b>\$ (2,261,513)</b>  | <b>\$ (1,873,470)</b>  | <b>\$ (1,105,427)</b>  | <b>\$ (384)</b>        | <b>\$ (384)</b>      |                      |
| Category % Allocation per Expenditure Plan <sup>3</sup> |  |         | 25%                  |  |                        |                        |                        |                        |                      |                      |
| Approved %  |  |         | 25%                  |  |                        |                        |                        |                        |                      |                      |
| <b>Transit Reliability and Mobility Improvements</b>    |  |         |                      |  |                        |                        |                        |                        |                      |                      |
| <b>Funds Available in Category<sup>3</sup></b>          |  |         |                      | <b>\$ 6,599,616</b>                            |                        |                        |                        |                        |                      |                      |
| 3,6   | Civic Center BART/Muni Bike Station                        | CON     | BART                 | \$ 248,000                                     |                        |                        |                        |                        | \$ 248,000           |                      |
| 7   | Phelan Loop Pedestrian Connector                           | DES     | City College         | \$ 65,000                                      |                        |                        |                        |                        | \$ 65,000            |                      |
| 7   | Phelan Loop Pedestrian Connector                           | CON     | City College         |  | \$ 872,000             |                        |                        |                        | \$ 872,000           |                      |
| 10  | Hunters View Phase II: Transit Connection                  | DES     | MOH                  | \$ 195,000                                     |                        |                        |                        |                        | \$ 195,000           |                      |
| 10  | Hunters View Phase II: Transit Connection                  | CON     | MOH                  |  | \$ 1,649,994           |                        |                        |                        | \$ 1,649,994         |                      |
| 9   | 24th St Mission BART Plaza and Pedestrian Improvements     | CON     | BART                 |  | \$ 1,217,811           |                        |                        |                        | \$ 1,217,811         |                      |
| TBD   | Rapid Network Placeholder <sup>4</sup>                     | DES/CON | SFMTA                |  |                        | \$ 287,000             | \$ 965,000             | \$ 1,099,919           | \$ 2,351,919         |                      |
| <b>Subtotal Approved</b>                                |  |         |                      | <b>\$ 508,000</b>                              | <b>\$ 3,739,805</b>    | <b>\$ 287,000</b>      | <b>\$ 965,000</b>      | <b>\$ 1,099,919</b>    | <b>\$ 6,599,724</b>  |                      |
| <b>(Over)/Under</b>                                     |  |         |                      | <b>\$ 1,671,444</b>                            | <b>\$ (2,634,762)</b>  | <b>\$ 818,043</b>      | <b>\$ 140,043</b>      | <b>\$ 5,124</b>        | <b>\$ (108)</b>      |                      |
| <b>Cumulative Remaining</b>                             |  |         |                      | <b>\$ 1,671,444</b>                            | <b>\$ (963,318)</b>    | <b>\$ (145,275)</b>    | <b>\$ (5,232)</b>      | <b>\$ (108)</b>        | <b>\$ (108)</b>      |                      |
| Category % Allocation per Expenditure Plan <sup>3</sup> |  |         | 25%                  |  |                        |                        |                        |                        |                      |                      |
| Approved %  |  |         | 25%                  |  |                        |                        |                        |                        |                      |                      |
| <b>Total Approved</b>                                   |  |         |                      | <b>\$ 7,392,887</b>                            | <b>\$ 8,854,033</b>    | <b>\$ 5,539,624</b>    | <b>\$ 1,302,000</b>    | <b>\$ 3,309,919</b>    | <b>\$ 26,398,463</b> |                      |
| <b>(Over)/Under</b>                                     |  |         |                      | <b>\$ 1,324,888</b>                            | <b>\$ (4,433,861)</b>  | <b>\$ (1,119,452)</b>  | <b>\$ 3,118,172</b>    | <b>\$ 1,110,253</b>    | <b>\$ -</b>          |                      |
| <b>Cumulative</b>                                       |  |         |                      | <b>\$ 1,324,888</b>                            | <b>\$ (3,108,973)</b>  | <b>\$ (4,228,425)</b>  | <b>\$ (1,110,253)</b>  | <b>\$ -</b>            | <b>\$ -</b>          |                      |
| <b>Total Available Funds</b>                            |  |         |                      | <b>\$ 8,717,775</b>                            | <b>\$ 4,420,172</b>    | <b>\$ 4,420,172</b>    | <b>\$ 4,420,172</b>    | <b>\$ 4,420,172</b>    | <b>\$ 26,398,463</b> |                      |

<sup>1</sup> Projects are sorted by Fiscal Year in which Prop AA funds are needed, then by Sponsor, then by Project Name.

<sup>2</sup> Sponsor abbreviations include: Bay Area Rapid Transit District (BART); Department of Public Works (DPW); Mayor's Office of Housing (MOH); Recreation and Parks Department (RPD); University of California, Hastings (UC Hastings); the San Francisco Municipal Transportation Agency (SFMTA); and San Francisco State University (SFSU).

<sup>3</sup> The Expenditure Plan establishes the percent of revenues that shall be allocated to each category over the 30-year life of the Expenditure Plan. The Funds Available in Category row shows for reference the annual amounts based on the Category % Allocation. However, the Authority is not limited to programming funds to each category in these proportions annually and can instead program funds taking into consideration other factors such as project readiness and policy considerations (e.g. in the first five years the Authority Board may wish to focus on funding projects from a certain category).

<sup>4</sup> See related special conditions in memo.

**Prop AA Strategic Plan**  
**Table 2 - FY 2012/13 - FY 2016/17 Approved Cash Flow**

| District                                       | Project Name <sup>1</sup>            | Phase | Sponsor <sup>2</sup> | Fiscal Year<br>2012/13 | Fiscal Year<br>2013/14 | Fiscal Year<br>2014/15 | Fiscal Year<br>2015/16 | Fiscal Year<br>2016/17 | 5-Year Total         |
|--|--------------------------------------|-------|----------------------|------------------------|------------------------|------------------------|------------------------|------------------------|----------------------|
| <b>Funds Available in Category<sup>3</sup></b> |                                      |       |                      | <b>\$ 4,358,888</b>    | <b>\$ 2,210,086</b>    | <b>\$ 2,210,086</b>    | <b>\$ 2,210,086</b>    | <b>\$ 2,210,086</b>    | <b>\$ 13,199,232</b> |
| 6  | 9th Street Pavement Renovation       | CON   | DPW                  | \$ 2,216,627           |                        |                        |                        |                        | \$ 2,216,627         |
| 4  | 28th Ave Pavement Renovation         | CON   | DPW                  | \$ 391,420             | \$ 782,840             |                        |                        |                        | \$ 1,174,260         |
| 3  | Chinatown Broadway St                | DES   | DPW                  | \$ 650,000             |                        |                        |                        |                        | \$ 650,000           |
| 9,10,11  | Mansell Corridor Improvement Project | DES   | RPD                  |                        | \$ 162,268             | \$ 39,960              |                        |                        | \$ 202,228           |
| 9,10,11  | Mansell Corridor Improvement Project | CON   | RPD                  |                        |                        | \$ 707,199             | \$ 1,618,425           |                        | \$ 2,325,624         |
| 5,6  | McAllister St Pavement Renovation    | CON   | DPW                  |                        | \$ 2,210,000           |                        |                        |                        | \$ 2,210,000         |
| 8  | Dolores St Pavement Renovation       | CON   | DPW                  |                        |                        | \$ -                   | \$ 1,299,747           | \$ 910,253             | \$ 2,210,000         |
| 6  | Brannan St Pavement Renovation       | CON   | DPW                  |                        |                        |                        |                        | \$ 2,210,000           | \$ 2,210,000         |
| <b>Subtotal Approved</b>                       |                                      |       |                      | <b>\$ 3,258,047</b>    | <b>\$ 3,155,108</b>    | <b>\$ 747,159</b>      | <b>\$ 2,918,172</b>    | <b>\$ 3,120,253</b>    | <b>\$ 13,198,739</b> |
| <b>(Over)/Under</b>                            |                                      |       |                      | <b>\$ 1,100,841</b>    | <b>\$ (945,022)</b>    | <b>\$ 1,462,927</b>    | <b>\$ (708,086)</b>    | <b>\$ (910,167)</b>    | <b>\$ 493</b>        |
| <b>Cumulative Remaining</b>                    |                                      |       |                      | <b>\$ 1,100,841</b>    | <b>\$ 155,819</b>      | <b>\$ 1,618,746</b>    | <b>\$ 910,660</b>      | <b>\$ 493</b>          | <b>\$ 493</b>        |

Category % Allocation per Expenditure Plan<sup>3</sup> 50%  
Approved % 50%

**Pedestrian Safety**

|  |  |         |             |                     |                       |                       |                     |                     |                     |
|--|--|---------|-------------|---------------------|-----------------------|-----------------------|---------------------|---------------------|---------------------|
| <b>Funds Available in Category<sup>3</sup></b> |  |         |             | <b>\$ 2,179,444</b> | <b>\$ 1,105,043</b>   | <b>\$ 1,105,043</b>   | <b>\$ 1,105,043</b> | <b>\$ 1,105,043</b> | <b>\$ 6,599,616</b> |
| 2  | Arguello Gap Closure                                       | DES     | Presidio    | \$ 75,000           |                       |                       |                     |                     | \$ 75,000           |
| 2  | Arguello Gap Closure                                       | CON     | Presidio    |                     | \$ 275,000            |                       |                     |                     | \$ 275,000          |
| 6  | Mid-Block Crossings on Minna/7th & Natoma/8th <sup>4</sup> | DES     | SFCTA       | \$ 55,000           | \$ 55,000             |                       |                     |                     | \$ 110,000          |
| 6  | Mid-Block Crossings on Minna/7th & Natoma/8th <sup>4</sup> | CON     | SFCTA       |                     | \$ 310,000            | \$ 310,000            |                     |                     | \$ 620,000          |
| 2,5  | Franklin St Pedestrian Signals                             | DES     | SFMTA       | \$ 415,000          | \$ 415,000            |                       |                     |                     | \$ 830,000          |
| 2,5  | Franklin St Pedestrian Signals                             | CON     | SFMTA       |                     | \$ 305,000            | \$ 415,000            |                     |                     | \$ 720,000          |
| 1,2,3,5,6,8,9                                  | Pedestrian Countdown Signals                               | CON     | SFMTA       | \$ 841,500          | \$ 841,500            |                       |                     |                     | \$ 1,683,000        |
| 7  | Winston Drive Pedestrian Improvements Phase                | DES     | SFSU        | \$ 145,000          |                       |                       |                     |                     | \$ 145,000          |
| 7  | Winston Drive Pedestrian Improvements Phase                | CON     | SFSU        |                     | \$ 335,000            | \$ 197,000            | \$ 204,000          | \$ 269,000          | \$ 1,005,000        |
| 6  | McAllister St Campus Streetscape <sup>4</sup>              | DES     | UC Hastings |                     | \$ -                  | \$ 83,000             |                     |                     | \$ 83,000           |
| 6  | McAllister St Campus Streetscape <sup>4</sup>              | CON     | UC Hastings |                     |                       | \$ 717,000            |                     |                     | \$ 717,000          |
| 2,5  | Gough St Pedestrian Signals                                | DES/CON | SFMTA       |                     |                       |                       | \$ 337,000          |                     | \$ 337,000          |
| <b>Subtotal Approved</b>                       |  |         |             | <b>\$ 1,531,500</b> | <b>\$ 2,536,500</b>   | <b>\$ 1,722,000</b>   | <b>\$ 541,000</b>   | <b>\$ 269,000</b>   | <b>\$ 6,600,000</b> |
| <b>(Over)/Under</b>                            |  |         |             | <b>\$ 647,944</b>   | <b>\$ (1,431,457)</b> | <b>\$ (616,957)</b>   | <b>\$ 564,043</b>   | <b>\$ 836,043</b>   | <b>\$ (384)</b>     |
| <b>Cumulative Remaining</b>                    |  |         |             | <b>\$ 647,944</b>   | <b>\$ (783,513)</b>   | <b>\$ (1,400,470)</b> | <b>\$ (836,427)</b> | <b>\$ (384)</b>     | <b>\$ (384)</b>     |

Category % Allocation per Expenditure Plan<sup>3</sup> 25%  
Approved % 25%

**Transit Reliability and Mobility Improvements**

|  |  |         |              |                     |                       |                     |                     |                     |                     |
|--|--|---------|--------------|---------------------|-----------------------|---------------------|---------------------|---------------------|---------------------|
| <b>Funds Available in Category<sup>3</sup></b> |  |         |              | <b>\$ 2,179,444</b> | <b>\$ 1,105,043</b>   | <b>\$ 1,105,043</b> | <b>\$ 1,105,043</b> | <b>\$ 1,105,043</b> | <b>\$ 6,599,616</b> |
| 3,6  | Civic Center BART/Muni Bike Station                    | CON     | BART         | \$ 100,000          | \$ 148,000            |                     |                     |                     | \$ 248,000          |
| 7  | Phelan Loop Pedestrian Connector                       | DES     | City College | \$ 65,000           |                       |                     |                     |                     | \$ 65,000           |
| 7  | Phelan Loop Pedestrian Connector                       | CON     | City College |                     | \$ 872,000            |                     |                     |                     | \$ 872,000          |
| 10   | Hunters View Phase II: Transit Connection              | DES     | MOH          | \$ 97,500           | \$ 97,500             |                     |                     |                     | \$ 195,000          |
| 10   | Hunters View Phase II: Transit Connection              | CON     | MOH          |                     | \$ 519,995            | \$ 1,129,999        |                     |                     | \$ 1,649,994        |
| 9  | 24th St Mission BART Plaza and Pedestrian Improvements | CON     | BART         |                     | \$ 686,797            | \$ 531,014          |                     |                     | \$ 1,217,811        |
| TBD  | Rapid Network Placeholder <sup>4</sup>                 | DES/CON | SFMTA        |                     |                       | \$ 287,000          | \$ 965,000          | \$ 1,099,919        | \$ 2,351,919        |
| <b>Subtotal Approved</b>                       |  |         |              | <b>\$ 262,500</b>   | <b>\$ 2,324,292</b>   | <b>\$ 1,948,013</b> | <b>\$ 965,000</b>   | <b>\$ 1,099,919</b> | <b>\$ 6,599,724</b> |
| <b>(Over)/Under</b>                            |  |         |              | <b>\$ 1,916,944</b> | <b>\$ (1,219,249)</b> | <b>\$ (842,970)</b> | <b>\$ 140,043</b>   | <b>\$ 5,124</b>     | <b>\$ (108)</b>     |
| <b>Cumulative Remaining</b>                    |  |         |              | <b>\$ 1,916,944</b> | <b>\$ 697,695</b>     | <b>\$ (145,275)</b> | <b>\$ (5,232)</b>   | <b>\$ (108)</b>     | <b>\$ (108)</b>     |

Category % Allocation per Expenditure Plan<sup>3</sup> 25%  
Approved % 25%

|                       |                     |                       |                     |                     |                     |                      |
|-----------------------|---------------------|-----------------------|---------------------|---------------------|---------------------|----------------------|
| <b>Total Approved</b> | <b>\$ 5,052,047</b> | <b>\$ 8,015,900</b>   | <b>\$ 4,417,172</b> | <b>\$ 4,424,172</b> | <b>\$ 4,489,172</b> | <b>\$ 26,398,463</b> |
| <b>(Over)/Under</b>   | <b>\$ 3,665,728</b> | <b>\$ (3,595,728)</b> | <b>\$ 3,000</b>     | <b>\$ (4,000)</b>   | <b>\$ (69,000)</b>  | <b>\$ -</b>          |
| <b>Cumulative</b>     | <b>\$ 3,665,728</b> | <b>\$ 70,000</b>      | <b>\$ 73,000</b>    | <b>\$ 69,000</b>    | <b>\$ -</b>         | <b>\$ -</b>          |

|                              |                     |                     |                     |                     |                     |                      |
|------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|
| <b>Total Available Funds</b> | <b>\$ 8,717,775</b> | <b>\$ 4,420,172</b> | <b>\$ 4,420,172</b> | <b>\$ 4,420,172</b> | <b>\$ 4,420,172</b> | <b>\$ 26,398,463</b> |
|------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|

<sup>1</sup> Projects are sorted by Fiscal Year in which Prop AA funds are needed, then by Sponsor, then by Project Name.

<sup>2</sup> Sponsor abbreviations include: Bay Area Rapid Transit District (BART); Department of Public Works (DPW); Mayor's Office of Housing (MOH); Recreation and Parks Department (RPD); University of California, Hastings (UC Hastings); the San Francisco Municipal Transportation Agency (SFMTA); and San Francisco State University (SFSU).

<sup>3</sup> The Expenditure Plan establishes the percent of revenues that shall be allocated to each category over the 30-year life of the Expenditure Plan. The Funds Available in Category row shows for reference the annual amounts based on the Category % Allocation. However, the Authority is not limited to programming funds to each category in these proportions annually and can instead program funds taking into consideration other factors such as project readiness and policy considerations (e.g. in the first five years the Authority Board may wish to focus on funding projects from a certain category).

<sup>4</sup> See related special conditions in memo.