



RESOLUTION APPROPRIATING \$250,000 IN PROP K FUNDS FOR THE LOMBARD CROOKED STREET CONGESTION MANAGEMENT SYSTEM DEVELOPMENT [NEIGHBORHOOD TRANSPORTATION IMPROVEMENT PROGRAM CAPITAL] PROJECT, SUBJECT TO THE ATTACHED FISCAL YEAR CASH FLOW DISTRIBUTION SCHEDULES

WHEREAS, At the request of the District 2 Commissioner, Transportation Authority staff is requesting appropriation of \$250,000 in Prop K funds for the Lombard Crooked Street Congestion Management System Development [Neighborhood Transportation Improvement Program (NTIP) Capital], as summarized in Attachments 1 and 2 and detailed in the attached allocation request form; and

WHEREAS, The request seeks funds from the Transportation Demand Management/ Parking Management category of the Prop K Expenditure Plan; and

WHEREAS, As required by the voter-approved Expenditure Plans, the Board has adopted a Prop K 5-Year Prioritization Program (5YPP) for the aforementioned Expenditure Plan programmatic category; and

WHEREAS, The appropriation request for the Lombard Crooked Street Congestion Management System Development [NTIP Capital] project requires a 5YPP amendment as detailed in the attached allocation request form; and

WHEREAS, After reviewing the request, staff recommended appropriating \$250,000 in Prop K funds for the Lombard Crooked Street Congestion Management System Development [Neighborhood Transportation Improvement Program (NTIP) Capital] project, as described in Attachment 3 and detailed in the attached allocation request form, which includes staff



recommendations for Prop K appropriation amount, required deliverables, timely use of funds requirements, and Fiscal Year Cash Flow Distribution Schedule; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2016/17 budget to cover the proposed action; and

WHEREAS, At its April 26, 2017 meeting, the Citizens Advisory Committee was briefed on the subject request and adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Transportation Demand Management/Parking Management 5YPP, as detailed in the attached allocation request form; and be it further

RESOLVED, That the Transportation Authority hereby appropriates \$250,000 in Prop K funds for the Lombard Crooked Street Congestion Management System Development [Neighborhood Transportation Improvement Program (NTIP) Capital] project, as summarized in Attachment 3 and detailed in the attached allocation request form; and be it further

RESOLVED, That the Transportation Authority finds the appropriation of these funds to be in conformance with the priorities, policies, funding levels, and prioritization methodologies established in the Prop K Expenditure Plan, the Prop K Strategic Plan, and the Transportation Demand Management/Parking Management 5YPP; and be it further

RESOLVED, That the Transportation Authority hereby authorizes the actual expenditure (cash reimbursement) of funds for these activities to take place subject to the Fiscal Year Cash Flow Distribution Schedule detailed in the attached allocation request form; and be it further

RESOLVED, That the Capital Expenditures line item for subsequent fiscal year annual budgets shall reflect the maximum reimbursement schedule amounts adopted and the



Transportation Authority does not guarantee reimbursement levels higher than those adopted; and
be it further

RESOLVED, That the Capital Improvement Program of the Congestion Management Program and the Prop K Strategic Plan are hereby amended, as appropriate.

Attachments (5):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K Allocation Summary – FY 2016/17
5. Prop K/AA Allocation Request Form



The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 23rd day of May, 2017, by the following votes:

Ayes: Commissioners Breed, Cohen, Farrell, Fewer, Kim, Peskin, Ronen, Safai, Sheehy, Tang and Yee (11)

Nays: (0)

Absent: (0)

 6-16-17

Aaron Peskin
Chair

Date

ATTEST:

 6-20-17

Tilly Chang
Executive Director

Date

Attachment 1: Application Summary

Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	43	SFCTA	Lombard Crooked Street Congestion Management System Development [NTIP Capital]	\$ 250,000	\$ 500,000	54%	50%	Planning/ Conceptual Engineering	2

Footnotes

¹ "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2014 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2012 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit).

² Acronym: SFCTA (San Francisco County Transportation Authority)

³ "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop K funds expected to be available for a given Prop K Expenditure Plan line item (e.g. Pedestrian Circulation and Safety) by the total expected funding for that Prop K Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop K funds should cover 90% of the total costs for all projects in that category, and Prop K should cover only 10%.

⁴ "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop K or non-Prop AA funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop K dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

Attachment 2: Brief Project Description ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K/AA Funds Requested	Prop AA Funds Requested	Project Description
43	SFCTA	Lombard Crooked Street Congestion Management System Development [NTIP Capital]	\$250,000		NTIP Capital funds (\$200,000) and additional Prop K funds will be used to develop a reservations and pricing system for managing automobile access to the Crooked Street (1000 block of Lombard Street). The project will develop the physical and operational/ institutional details of the system and evaluate the outcomes to be expected if the system were implemented. To fully fund the effort we are working with Supervisor Farrell to secure an additional \$250,000 from the General Fund. Operational scenarios will be developed by November 2017. Completion of the full scope of work is expected in January 2018, subject to funding availability.

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K/AA Funds Recommended	Prop AA Funds Recommended	Recommendations
43	SFCTA	Lombard Crooked Street Congestion Management System Development [NTIP Capital]	\$ 250,000		5YPP Amendment: The recommended appropriation is contingent upon a concurrent amendment to the Transportation Demand Management/Parking Management 5YPP. See the enclosed 5YPP amendment for details.

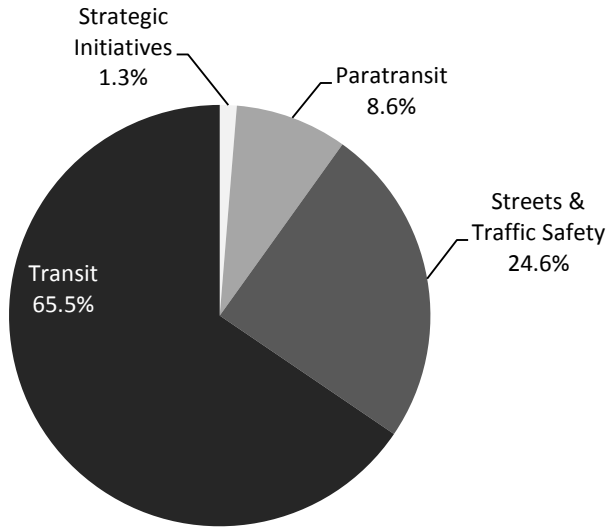
¹ See Attachment 1 for footnotes.

**Attachment 4.
Prop K Allocation Summary - FY 2016/17**

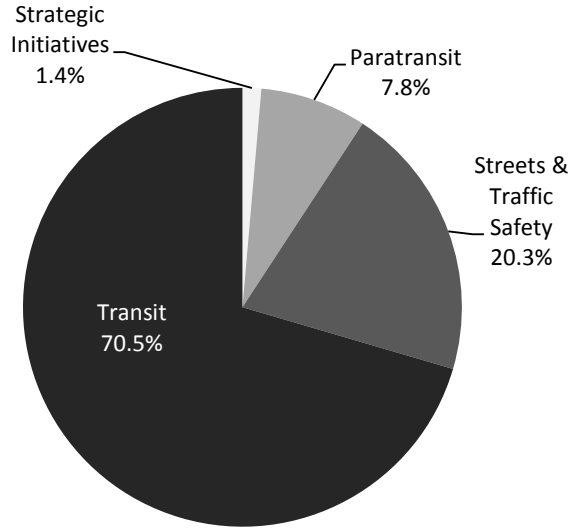
PROP K SALES TAX						
		CASH FLOW				
	Total	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21
Prior Allocations	\$ 135,777,641	\$ 48,782,335	\$ 61,294,461	\$ 24,652,740	\$ 891,807	\$ 156,298
Current Request(s)	\$ 250,000	\$ -	\$ 250,000			
New Total Allocations	\$ 136,027,641	\$ 48,782,335	\$ 61,544,461	\$ 24,652,740	\$ 891,807	\$ 156,298

The above table shows maximum annual cash flow for all FY 2016/17 allocations approved to date, along with the current recommended allocation(s).

Investment Commitments, per Prop K Expenditure Plan



Prop K Investments To Date



**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

FY of Allocation Action: 2016/17

Project Name: Lombard Crooked Street Congestion Management System
Development [NTIP Capital]

Grant Recipient: San Francisco County Transportation Authority

EXPENDITURE PLAN INFORMATION

Prop K EP category: Transportation Demand Management/Parking Management: (EP-43)

Prop K EP Line Number (Primary): 43 **Current Prop K Request:** \$ 250,000

Prop K Other EP Line Numbers: _____

Prop AA Category: _____

Current Prop AA Request: \$ -

Supervisorial District(s): District 02

REQUEST

Brief Project Description (type below)

This project will identify the physical and operational details, including user experience, of a reservations and pricing system for automobile access to the Crooked Street (1000 block of Lombard) as well as determining the expected outcomes on automobile and pedestrian circulation on the Crooked Street and the surrounding neighborhood.

Detailed Scope, Project Benefits and Community Outreach (type below)

See attached document for scope details.

Project Location (type below)

The project location is the 1000 block of Lombard St. The study area is bounded by Bay, Columbus, Union, and Van Ness.

Project Phase (select dropdown below)

Planning/Conceptual Engineering (PLAN)

Map or Drawings Attached? Yes

Other Items Attached? Yes

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

5YPP/STRATEGIC PLAN INFORMATION

**Type of Project in the Prop K
5YPP/Prop AA Strategic Plan?** New Project

Please describe and justify the necessary amendment:

The subject request includes an amendment to the Transportation Demand Management (TDM)/Parking Management (EP 43) 5YPP. The amendment would program \$154,200 from the Congestion/Trip Management Plan placeholder and \$95,800 from the TDM Program Evaluation placeholder to the subject project. Over \$200,000 in programming would remain for TDM Program Evaluation in the current 5YPP period. See the attached 5YPP amendment for details. We have reviewed the proposed amendment with SFMTA, which has no objection.

Lombard Crooked Street Congestion Management System Development [NTIP Capital]

Project Background

On March 21st, 2017, the SFCTA Board adopted the recommendations of the Managing Access to the Crooked Street District 2 NTIP report, including a recommendation to further study and develop a reservations and pricing system for managing automobile access to the Crooked Street (1000 block of Lombard Street). The scope of this project is intended to advance this recommendation by identifying the physical and operational details of the system as well as determining the expected outcomes on automobile and pedestrian circulation on the Crooked Street and the surrounding neighborhood.

The total anticipated budget of this effort is \$500,000, including \$45,000 kept in contingency. In addition to the subject Prop K request, \$250,000 in General Funds has been requested for the project but not yet secured. The scope description below calls out the elements that could be completed solely with the requested Prop K funds and those that would be dependent on securing additional funds.

Scope

- Task 1 – Project Management: \$50,000 Total, \$35,000 Prop K / \$15,000 Additional Funding
 - Description: Management of overall project tasks, invoices, general meetings, and correspondence.
 - Consultant Deliverables: Bi-weekly check-in calls, monthly invoices, progress reports
- Task 2 – Outreach & Stakeholder Involvement: \$30,000 Prop K
 - Description: Hold up to two public open house meetings, with consultant support. One-on-one outreach with elected stakeholders and neighborhood groups by TA Staff. Convene and meet regularly with a technical working group comprised of relevant City and regional agencies, as identified by SFCTA & SFMTA.
 - Consultant Deliverables: Meeting logistics, materials, and staffing.
- Task 3 – Data Collection: \$105,000 Prop K
 - Description: Collect 8-hour turning movement traffic data (including pedestrian volumes) at up to 36 intersections (encompassing an area roughly bounded by Van Ness, Bay, Taylor, and Union Streets). Collect queue length and delay time on up to 10 blocks (approximately 450 ft each). Design and perform price sensitivity analysis via intercept survey to current (optional: and potential) automobile visitors, including willingness to pay, willingness to visit with a reservation, expected behavior/ mode/ temporal shifts at various price levels, and respondent classification questions (place of residence, car owned vs rented, etc.); anticipated n<1100 over at least two separate days.
 - Consultant Deliverables: Traffic counts, average queue length by half-hour, intercept survey with one round of SFCTA/SFMTA review, raw data and relevant statistical summaries and cross tabulations of intercept survey results.
- Task 4 – Operational Scenarios: \$80,000 Prop K
 - Description: Develop up to three potential operational scenarios for a reservation and pricing system, including hours of operation, pricing levels by category (reservation vs. non-reservation, visitor vs. resident, etc.), price variances by time-of-day (if any), number of reservable automobile times per time period, and expected outcomes on both automobile and pedestrian volumes. Target performance metrics and performance

Lombard Crooked Street Congestion Management System Development [NTIP Capital]

metric thresholds to trigger reevaluation of scenario components, such as price level or hours of operation, should be included, including appropriate adjustments for each out-of-target metric.

- Consultant Deliverables: Technical memorandum outlining operational scenarios, and supportive business rules, including hours of operation, pricing levels by category, price variances by time-of-day, and expected outcomes on both automobile and pedestrian volumes, with one round of SFMTA/SFCTA review.
- Task 5 (Optional) – Traffic & Pedestrian Analysis: \$90,000 Additional Funding
 - Description: Perform traffic and pedestrian volume analysis on up to three potential scenarios as defined in Task 4, using baseline data as collected in Task 3. Care should be given to identify and account for potential increases in loading and unloading activity and pedestrian volumes resulting from any reduction in automobile traffic. Key metrics of this analysis include changes in pedestrian volumes and crowding, queue length, and intersection performance.
 - Deliverables: Technical memorandum outlining the results of the traffic analysis, with one round of SFMTA/SFCTA review.
- Task 6 (Optional) – Preliminary Engineering: \$60,000 Additional Funding
 - Description: This task will identify the components, both software and hardware, required for implementation of each or all of the up to three operational scenarios defined in Task 4. Design of the system using these components, as well as necessary interconnectivity and backhaul data connection, will be completed to a level necessary to evaluate the project under NEPA/CEQA, anticipated to be 30%. Priority should be given to minimizing visual impact of any hardware, including utilizing or upgrading and replacing-in-kind existing streetscape hardware, such as light standards and utility poles. Capital costs estimates should be included with each design or design variation, as necessary. Development of a conceptual design for the user experience of the software system for visitors, residents, guests, and management/operators of the system is also included in this task.
 - Deliverables: Plan sheets and quantities detailing physical system design components, and accompanying technical memorandum detailing software development requirements and conceptual user experiences, with one round of SFMTA/SFCTA review.
- Task 7 (Optional) – Final Report/Concept of Operations: \$35,000 Additional Funding
 - Description: The final report will summarize results of previous tasks and recommend and detail an operational scenario, forming a recommended Concept of Operations. Both the recommended and non-recommended scenarios should include anticipated revenues and operating costs, including system maintenance and transaction processing costs. The final report will also include an implementation roadmap, including identification of an appropriate managing entity, necessary interagency agreements, and NEPA/CEQA reviews that are required for implementation and operation of the recommended system. The implementation plan should also include a funding plan and identify and propose any necessary changes to local or state legislation required to operate the system.
 - Deliverables: Final report, with two rounds of SFCTA/SFMTA review.

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

Project Name: Lombard Crooked Street Congestion Management System
Development [NTIP Capital]

ENVIRONMENTAL CLEARANCE

Environmental Type: TBD

PROJECT DELIVERY MILESTONES

Enter dates below for ALL project phases, not just for the current request, based on the best information available. For PLANNING requests, please only enter the schedule information for the PLANNING phase.

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Apr-Jun	2017	Apr-Jun	2018
Environmental Studies (PA&ED)				
Right-of-Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)				
Operations (i.e., paratransit)				
Open for Use				
Project Completion (means last eligible expenditure)				

SCHEDULE DETAILS

Provide dates for any COMMUNITY OUTREACH planned during the requested phase(s). Identify PROJECT COORDINATION with other projects in the area (e.g. paving, MUNI Forward) and relevant milestone dates (e.g. design needs to be done by DATE to meet paving schedule). List any timely use-of-funds deadlines (e.g. federal obligation deadline). If a project is comprised of MULTIPLE SUB-PROJECTS, provide milestones for each sub-project. For PLANNING EFFORTS, provide start/end dates for each task.

See attached schedule by task.

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

PROJECT SCHEDULE

SFCTA Lombard Crooked Street Congestion Management System Development Schedule

Task	Jun-2017	Jul-2017	Aug-2017	Sep-2017	Oct-2017	Nov-2017	Dec-2017	Jan-2018	Feb-2018	Mar-2018
1. Proj. Mgmt.										
2. Outreach										
3. Data Collection										
4. Ops. Scenarios										
5. Traffic & Ped Analysis										
6. Preliminary Eng.										
7. Final Report										

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

Project Name: Lombard Crooked Street Congestion Management System Development [NTIP Capital]

FUNDING PLAN - FOR CURRENT REQUEST

Enter the funding plan for the phase(s) that are the subject of the CURRENT REQUEST. Totals should match those shown in the Cost Summary below.

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 250,000	\$ -	\$ -	\$ 250,000
Prop AA	\$ -	\$ -	\$ -	\$ -
General Fund	\$ 250,000	\$ -	\$ -	\$ 250,000
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
Total:	\$ 500,000	\$ -	\$ -	\$ 500,000

Prop K amount includes \$200,000 in NTIP Capital funds (District 2)

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

Enter the funding plan for all phases (planning through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown in the Cost Summary below.

Fund Source	Planned	Programmed	Allocated	Total
	\$ -	\$ -	\$ -	\$ -
			\$ -	\$ -
Cost of future phases TBD			\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

COST SUMMARY

Show total cost for ALL project phases (in year of expenditure dollars) based on best available information. Source of cost estimate (e.g. 35% design, vendor quote) is intended to help gauge the quality of the cost estimate, which should improve in reliability the farther along a project is in its development.

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ 500,000	\$ 250,000		Engineer's preliminary estimate
Environmental Studies (PA&ED)	\$ -	\$ -		
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ -	\$ -	\$ -	
Construction (CON)	\$ -	\$ -	\$ -	
Operations (Paratransit)	\$ -	\$ -		
Total:	\$ 500,000	\$ 250,000	\$ -	

% Complete of Design: as of
 Expected Useful Life:

PROPOSED REIMBURSEMENT SCHEDULE FOR CURRENT REQUEST (instructions as noted below)

Use the table below to enter the proposed reimbursement schedule for the current request. Prop K and Prop AA policy assume these funds will not be reimbursed at a rate greater than their proportional share of the funding plan for the relevant phase unless justification is provided for a more aggressive reimbursement rate. If the current request is for multiple phases, please provide separate reimbursement schedules by phase. If the proposed schedule exceeds the years available, please attach a file with the requested information.

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ -	\$ 250,000	\$ -	\$ -	\$ -	\$ 250,000
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

San Francisco County Transportation Authority
 Prop K/Prop AA Allocation Request Form

Project Name: Lombard Crooked Street Congestion Management System Development [NTIP Capital]

MAJOR LINE ITEM BUDGET

PROJECT BUDGET - PLANNING PHASE

BUDGET SUMMARY									
Agency	Task 1 (Partial Optional) - Project Management	Task 2 - Outreach & Stakeholder Engagement	Task 3 - Data Collection	Task 4 - Operational Scenarios	Task 5 (Optional) - Traffic & Pedestrian Analysis	Task 6 (Optional) - Preliminary Engineering	Task 7 (Optional) - Final Report / Concept of Operations	Contingency	Total
SFCTA	\$ 25,000	\$ 20,000	\$ 10,000	\$ 20,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 45,000	\$ 135,000
SFMTA	\$ 5,000	\$ 5,000	\$ 5,000	\$ 10,000	\$ 10,000	\$ 5,000	\$ 5,000	\$ -	\$ 45,000
Consultant	\$ 20,000	\$ 10,000	\$ 90,000	\$ 50,000	\$ 75,000	\$ 50,000	\$ 25,000	\$ -	\$ 320,000
Other Direct Costs *	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 50,000	\$ 35,000	\$ 105,000	\$ 80,000	\$ 90,000	\$ 60,000	\$ 35,000	\$ 45,000	\$ 500,000

* Direct Costs include mailing, reproduction costs room rental fees.

DETAILED LABOR COST ESTIMATE - BY AGENCY

SFCTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Executive Director	12	\$ 127	2.50	\$ 317	1%	\$ 3,805
Deputy Director	80	\$ 94	2.50	\$ 236	4%	\$ 18,862
Senior Engineer	24	\$ 62	2.50	\$ 156	1%	\$ 3,745
Senior Planner	256	\$ 58	2.50	\$ 144	12%	\$ 36,832
Planner	176	\$ 50	2.50	\$ 124	8%	\$ 21,837
Administration	40	\$ 47	2.50	\$ 118	2%	\$ 4,724
Total	588				0.28	\$ 89,805

SFMTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Transportation Planner III (5289)	80	\$ 52	2.80	\$ 146	4%	\$ 11,648
Transportation Planner IV (5290)	48	\$ 62	2.80	\$ 174	2%	\$ 8,333
Transportation Engineer (5241)	80	\$ 69	2.80	\$ 193	4%	\$ 15,456
Principal Administrative Analyst (1824)	24	\$ 58	2.80	\$ 162	1%	\$ 3,898
Manager V (9179)	24	\$ 72	2.80	\$ 202	1%	\$ 4,838
Total	256				0.10	\$ 44,173

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 4/21/2017 **Res. No.:** _____ **Res. Date:** _____

Project Name: Lombard Crooked Street Congestion Management System Development [NTIP Capital]

Grant Recipient: San Francisco County Transportation Authority

Funding Recommended:	Action	Amount	Phase
	Prop K Appropriation	\$ 250,000	Planning/Conceptual Engineering (PLAN)
	Total:	\$ 250,000	

Total Prop K Funds: \$ 250,000 **Total Prop AA Funds:** \$ -

Justification for multi-phase recommendations and notes for multi-sponsor recommendations:

Fund Expiration Date: 12/31/2018 **Eligible expenses must be incurred prior to this date.**

Intended Future Action	Action	Amount	Fiscal Year	Phase

Trigger: _____

Deliverables:

1. Quarterly progress reports shall provide a percent complete by task, percent complete for the overall project scope, a listing of completed deliverables, and summary of outreach performed.
2. Within 2 weeks of each open house (Task 2) provide a summary of outreach activities prior to and including the open house as well as a summary of the input received.
3. Upon completion of Task 4 (anticipated October 31, 2017), provide technical memorandum outlining operational scenarios, supportive business rules, and expected outcomes.
4. Upon completion of Task 5 (anticipated November 30, 2017), provide technical memorandum outlining the results of the traffic analysis.
5. Upon completion of Task 7 (anticipated January 31, 2018), provide final report.

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 4/21/2017 **Res. No.:** _____ **Res. Date:** _____

Project Name: Lombard Crooked Street Congestion Management System
Development [NTIP Capital]

Grant Recipient: San Francisco County Transportation Authority

Special Conditions:

1.

The subject request includes an amendment to the Transportation Demand Management (TDM)/Parking Management (EP 43) 5YPP. See the attached 5YPP amendment for details.
2.

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3.

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Notes:

1.

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2.

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Metric	Prop K	Prop AA
Actual Leveraging - Current Request	50.00%	No Prop AA
Actual Leveraging - This Project	See Above	See Above

**SFCTA Project
Reviewer:** CP

SGA PROJECT NUMBER

Sponsor: San Francisco County Transportation Authority

SGA Project Number: 143-901xxx **Name:** Lombard Crooked Street Congestion Management System Development [NTIP Capital]

Phase: Planning/Conceptual Engineering (PLAN) **Fund Share:** 50.00%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K		\$250,000				\$250,000

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

FY of Allocation Action: 2016/17

Current Prop K Request: \$ 250,000

Current Prop AA Request: \$ -

Project Name: Lombard Crooked Street Congestion Management System Development
[NTIP Capital]

Grant Recipient: San Francisco County Transportation Authority

1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Required for Allocation Request Form Submission Initials of sponsor staff member verifying the above statement
AH

CONTACT INFORMATION

Project Manager

Grants Section Contact

Name: Andrew Heidel

Anna LaForte

Title: Senior Planner

Deputy Director for Policy and Programming

Phone: 415-522-4803

415-522-4805

Email: andrew.heidel@sfcta.org

Anna.LaForte@sfcta.org



FIGURE 1. MAP OF THE CROOKED STREET

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Transportation Demand Management (TDM)/Parking Management (EP 43)
Programming and Allocations to Date

Pending May 23, 2017 Board Action

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Citywide TDM									
SFMTA	Citywide TDM Marketing	CON	Programmed	\$100,000					\$100,000
SFMTA	Citywide TDM Marketing	CON	Programmed				\$50,000		\$50,000
SFMTA	TDM Program Evaluation ²	PLAN/ CER	Programmed	\$4,200					\$4,200
SFMTA	TDM Program Evaluation	PLAN/ CER	Programmed			\$100,000			\$100,000
SFMTA	TDM Program Evaluation	PLAN/ CER	Programmed					\$100,000	\$100,000
SFMTA	Comprehensive Residential and Employee TDM Program	CON	Allocated	\$100,000					\$100,000
SFMTA	Comprehensive Residential and Employee TDM Program	CON	Programmed		\$350,000				\$350,000
SFMTA	Comprehensive Residential and Employee TDM Program	CON	Programmed			\$350,000			\$350,000
SFMTA	Comprehensive Residential and Employee TDM Program	CON	Programmed				\$350,000		\$350,000
SFMTA	Comprehensive Residential and Employee TDM Program	CON	Programmed					\$350,000	\$350,000
SFE	Commuter Benefits Ordinance Employer Outreach	CON	Allocated	\$77,546					\$77,546
SFE	Commuter Benefits Ordinance Employer Outreach	CON	Allocated		\$79,872				\$79,872
Modal Plans									
SFCTA	Bay Area Transit Core Capacity Study	PLAN/ CER	Appropriated	\$450,000					\$450,000
SFMTA	WalkFirst Data Refresh	PLAN/ CER	Programmed		\$200,000				\$200,000

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Demand and Pricing Management									
SFCTA, SFMTA	Congestion/Trip Management Plan ²	PLAN/ CER	Programmed		\$0				\$0
SFCTA	Lombard Crooked Street Congestion Management System Development [NTIP Capital] ²	PLAN/ CER	Pending			\$250,000			\$250,000
SFCTA	San Francisco BART Travel Incentive Program	CON	Allocated		\$45,800				\$45,800
SFCTA	San Francisco Freeway Corridor Management Study	PLAN/ CER	Appropriated	\$300,000					\$300,000
SFCTA	San Francisco Freeway Corridor Management Study	PA&ED	Programmed			\$200,000			\$200,000
SFCTA	Treasure Island Mobility Management Program	PLAN/ CER	Appropriated	\$150,000					\$150,000
SFCTA	Treasure Island Mobility Management Program	PS&E	Appropriated		\$210,000				\$210,000
Communities of Concern Access									
SFMTA, Any Eligible	NTIP Placeholder ¹	CON	Programmed		\$240,000				\$240,000
SFMTA	Potrero Hill Pedestrian Safety and Transit Stop Improvements [NTIP] ¹	CON	Allocated		\$60,000				\$60,000
SFCTA	Bayview Moves Van Sharing Pilot	CON	Allocated		\$54,225				\$54,225

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Total Programmed in 5YPP				\$1,181,746	\$1,239,897	\$900,000	\$400,000	\$450,000	\$4,171,643
Total Allocated and Pending in 5YPP				\$1,077,546	\$449,897	\$250,000	\$0	\$0	\$1,777,443
Total Deobligated in 5YPP				\$0	\$0	\$0	\$0	\$0	\$0
Total Unallocated in 5YPP				\$104,200	\$790,000	\$650,000	\$400,000	\$450,000	\$2,394,200
Total Programmed in 2014 Strategic Plan				\$1,331,771	\$1,339,872	\$650,000	\$400,000	\$450,000	\$4,171,643
Deobligated from Prior 5YPP Cycles **				\$22,396					\$22,396
Cumulative Remaining Programming Capacity				\$172,421	\$272,396	\$22,396	\$22,396	\$22,396	\$0

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

Footnotes

- ¹ NTIP Placeholder funds from Fiscal Year 2015/16 (\$60,000) were allocated to Potrero Hill Pedestrian Safety and Transit Stop Improvements [NTIP].
- ² 5YPP Amendment to accommodate appropriation for Lombard Crooked Street Congestion Management System Development [NTIP Capital] (Resolution 17-0XX, xx.xx.2017):
 Congestion/Trip Management Plan: Reduced placeholder from \$154,200 to \$0;
 TDM Program Evaluation: Reduced placeholder from \$100,000 to \$4,200. After this amendment over \$200,000 remains in the 5YPP period for evaluation of TDM projects;
 Lombard Crooked Street Congestion Management System Development [NTIP Capital]: Added project with \$250,000 in Fiscal Year 2016/17 for Planning.