



RESOLUTION ALLOCATING \$24,253,024, WITH CONDITIONS, AND APPROPRIATING
\$49,724 IN PROP K SALES TAX FUNDS FOR 22 REQUESTS

WHEREAS, The Transportation Authority received twenty-three requests for a total of \$25,002,748 in Prop K local transportation sales tax funds, as summarized in Attachments 1 and 2 and detailed in the enclosed allocation request forms; and

WHEREAS, The requests seek funds from the following Prop K Expenditure Plan categories: Caltrain Capital Improvement Program, Facilities – Caltrain, Vehicles – Caltrain, Facilities – Caltrain, Guideways – Caltrain, Guideways – Undesignated, Paratransit, New Signals & Signs, Signals & Signs, Traffic Calming, Bicycle Circulation/ Safety, TDM/ Parking Management and Transportation/ Land Use Coordination; and

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

WHEREAS, The adopted Prop K Strategic plan has funds programmed to named projects such as Paratransit, which have no 5YPP requirement; and

WHEREAS, Twenty-one of the twenty-three requests are consistent with the relevant strategic plans and/or 5YPPs for their respective categories; and

WHEREAS, The San Francisco Municipal Transportation Agency's (SFMTA's) request for Bayview Community Based Transportation Plan – Additional Funds and the proposed appropriation for the Lombard Crooked Street Paid Reservation System [NTIP Planning, Capital] require 5YPP amendments as summarized in Attachment 3 and detailed in the enclosed allocation request forms; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$24,253,024, with conditions, and appropriating \$749,724 in Prop K sales tax funds for 23 requests, as described in Attachment 3 and detailed in the enclosed allocation request forms, which include staff recommendations for Prop K allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2019/20 budget to cover the proposed



actions; and

WHEREAS, At its September 25, 2019 meeting, the Citizens Advisory Committee was briefed on the subject request and after some discussion, unanimously approved a motion of support for an amended staff recommendation that conditioned the funds for the SFMTA's Bike to Work Day 2020 request upon a requirement that energizer stations be equitably distributed across the City; and

WHEREAS, Transportation Authority and SFMTA staff worked with the San Francisco Bicycle Coalition (SFBC), which organizes Bike to Work Day, to develop an appropriate special condition and/or deliverables that correspond to the Citizen Advisory Committee's recommendation and presented them at the October 8, 2019 Transportation Authority Board meeting along with the other aforementioned requests; and

WHEREAS, After some discussion, the Transportation Authority Board approved an amended staff recommendation that added a special condition to the SFMTA's Bike to Work Day project requiring that the SFBC include one or more energizer stations in each supervisorial district; and

WHEREAS, On October 12 Governor Newsom vetoed Assembly Bill 1605 (Ting), which would have enabled the Board of Supervisors to establish a pilot paid reservation system for managing automobile congestion on the 1000 block of Lombard Street; and thus, staff has withdrawn the Lombard Crooked Street Paid Reservation System appropriation request for \$700,000 as it was contingent upon AB 1605 becoming law; now, therefore let it be

RESOLVED, That the Transportation Authority hereby amends the Prop K Traffic Calming 5YPP, as detailed in the enclosed allocation request form; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$24,253,024, with conditions, and appropriates \$49,724 in Prop K sales tax funds for 22 requests, as summarized in Attachment 3 and detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority finds the allocation 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 relevant 5YPPs; 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 Schedules detailed in the enclosed allocation request forms; 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 as a condition of this authorization for expenditure, the Executive Director shall impose such terms and conditions as are necessary for the project sponsors to comply with applicable law and adopted Transportation Authority policies and execute Standard Grant Agreements to that effect; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the project sponsors shall provide the Transportation Authority with any other information it may request regarding the use of the funds hereby authorized; and be it further

RESOLVED, That the Capital Improvement Program of the Congestion Management Program, the Prop K Strategic Plan and the relevant 5YPPs are hereby amended, as appropriate.

Attachments:

- Attachment 1 – Summary of Requests Received
- Attachment 2 – Project Descriptions
- Attachment 3 – Staff Recommendations
- Attachment 4 – Prop K Allocation Summary – FY 2019/20

Enclosure: Allocation Request Forms (22)

Attachment 1: Summary of Requests Received

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(s)
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	7	PCJPB	Automatic Passenger Counters at 4th and King Station	\$ 400,000	\$ 400,000	69%	0%	Construction	6
Prop K	7	PCJPB	Resolve Speed and Route Signaling Conflicts	\$ 500,000	\$ 500,000	69%	0%	Design, Construction	6, 10
Prop K	7	PCJPB	Next Generation Visual Message Signs and Predictive Arrival and Departure System	\$ 500,000	\$ 500,000	69%	0%	Design	6, 10
Prop K	7	PCJPB	Caltrain Station Infrastructure Refresh/Upgrade	\$ 464,506	\$ 807,000	69%	42%	Construction	6, 10
Prop K	7, 20P	PCJPB	Bayshore Station Overpass Pedestrian Bridge Rehabilitation	\$ 1,053,506	\$ 2,300,000	75%	54%	Design, Construction	10
Prop K	17P	PCJPB	Bombardier Cars State of Good Repair	\$ 2,100,000	\$ 2,100,000	84%	0%	Construction	6, 10
Prop K	17P	PCJPB	F40 Locomotive State of Good Repair	\$ 150,000	\$ 1,576,881	84%	90%	Construction	6, 10
Prop K	20P	PCJPB	Station Enhancements and Improvements	\$ 430,506	\$ 700,000	90%	38%	Construction	6, 10
Prop K	22P	PCJPB	Systemwide Track Rehabilitation	\$ 180,000	\$ 5,500,000	78%	97%	Construction	6, 10
Prop K	22P	PCJPB	Structure Maintenance - State of Good Repair	\$ 160,000	\$ 800,000	78%	80%	Construction	6, 10
Prop K	22P	PCJPB	San Francisquito Creek Bridge Replacement	\$ 120,000	\$ 600,000	78%	80%	Design	6, 10
Prop K	22P	PCJPB	Marin Street & Napoleon Street Bridges Rehabilitation	\$ 540,000	\$ 13,118,145	78%	96%	Construction	10
Prop K	22P	PCJPB	Guadalupe River Bridge Replacement and Extension	\$ 1,000,000	\$ 8,000,000	78%	88%	Design	6, 10
Prop K	22U	PCJPB	Peninsula Corridor Electrification Project	\$ 4,912,000	\$ 1,980,225,000	78%	100%	Construction	6, 10
Prop K	23	SFMTA	Paratransit, Shop-a-Round/Van Gogh Shuttles, Ramp Taxi Incentives	\$ 10,500,472	\$ 30,466,781	27%	66%	Operations	Citywide
Prop K	31, 33	SFMTA	Great Highway Signal Upgrade	\$ 220,000	\$ 320,000	37%	31%	Design	4
Prop K	38	SFMTA	Bayview Community Based Transportation Plan – Additional Funds	\$ 50,000	\$ 400,000	51%	88%	Planning	10
Prop K	38	SFMTA	District 11 Traffic Calming [NTIP Capital]	\$ 600,000	\$ 600,000	51%	0%	Planning, Design, Construction	11
Prop K	39	SFMTA	Bike to Work Day 2020	\$ 41,758	\$ 43,458	28%	4%	Construction	Citywide
Prop K	39	SFMTA	Bicycle Safety Education and Outreach	\$ 80,000	\$ 80,000	41%	0%	Construction	Citywide

Attachment 1: Summary of Requests Received

Prop K	43	SFMTA	Safe Routes to Schools Program Administration	\$ 200,000	\$ 200,000	54%	0%	Construction	Citywide
Prop K	43, 44	SFCTA	Lombard Crooked Street Paid Reservation System [NTIP Planning, Capital]	\$ 700,000	\$ 1,714,100	52%	59%	Planning, Construction	2
Prop K	44	SFCTA, SFMTA	Octavia Boulevard Circulation and Accessibility Study Update [NTIP Planning]	\$ 100,000	\$ 300,000	40%	67%	Planning	5
TOTAL				\$ 24,302,748	\$ 2,049,537,265	77%	99%		

Attachment 1: Summary of Requests Received

Footnotes

- ¹ "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2019 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2017 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit).
- ² Acronyms: PCJPB (Peninsula Corridor Joint Powers Board); SFCTA (San Francisco County Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency)
- 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 Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
7	PCJPB	Automatic Passenger Counters at 4th and King Station	\$400,000	Install automatic passenger counters at the platform doors at Caltrain's 4th and King Station. The counters will provide Caltrain with more accurate passenger counts to enable better long-range planning and forecasting.
7	PCJPB	Resolve Speed and Route Signaling Conflicts	\$500,000	Develop and implement a solution to resolve potential conflicts on Caltrain's railroad signal displays between its speed signaling protocols and its route signaling protocols. The Federal Railroad Administration has required Caltrain to resolve any conflict to prevent possible confusion for train engineers.
7	PCJPB	Next Generation Visual Message Signs and Predictive Arrival and Departure System	\$500,000	Conceptual design of the next generation visual message signs and a predictive arrival/ departure system for Caltrain stations.
7	PCJPB	Caltrain Station Infrastructure Refresh/Upgrade	\$464,506	This project will refresh network equipment at the end of its useful life to improve Caltrain's wayside data network system reliability. Project includes internet router replacements at an estimated 27 stations, including Fourth and King and 22nd Street.
7, 20P	PCJPB	Bayshore Station Overpass Pedestrian Bridge Rehabilitation	\$1,053,506	Correct the structural issues and repaint the pedestrian bridge to bring it into a state of good repair.
17P	PCJPB	Bombardier Cars State of Good Repair	\$2,100,000	Perform capital maintenance on Caltrain's Bombardier Cars to address Caltrain's increasing rate of fleet failures. The current fleet of passenger cars must be maintained in operational condition until the transition to all-electrical service has been finalized.
17P	PCJPB	F40 Locomotive State of Good Repair	\$150,000	Perform capital maintenance on Caltrain's F40 diesel locomotives to address Caltrain's increasing rate of fleet failures. The locomotive fleet has outlived its 30-year expected useful life but must be maintained in operational condition until the transition to all-electrical service has been finalized.
20P	PCJPB	Station Enhancements and Improvements	\$430,506	Conduct a study of the reasons for corrosion at the San Francisco Station (4th and King) and suggest and implement corrective actions, and potentially install emergency transfer switches at Caltrain stations for emergency power during power outages.
22P	PCJPB	Systemwide Track Rehabilitation	\$180,000	Ongoing annual project to keep the Caltrain railroad track and structures in a state of good repair.
22P	PCJPB	Structure Maintenance - State of Good Repair	\$160,000	Perform minor repairs to Caltrain bridges and other civil structures to maintain assets in a state of good repair.
22P	PCJPB	San Francisquito Creek Bridge Replacement	\$120,000	Planning and detailed design to replace the 118-year-old San Francisquito Creek Bridge in Palo Alto.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
22P	PCJPB	Marin Street & Napoleon Street Bridges Rehabilitation	\$540,000	Address structural deficiencies by retrofitting or replacing bridge structural elements to extend the useful life of the structures. The project also addresses trespasser encampments and illegal dumping through additional fencing and potential installation of fill material that still allows access to the bridge superstructure for inspections and repairs.
22P	PCJPB	Guadalupe River Bridge Replacement and Extension	\$1,000,000	Replace the Guadalupe River Bridge in San Jose, which has reached the end of its useful life. Bridge replacement is necessary to avoid speed restrictions and weight limits for Caltrain and freight operations.
22U	PCJPB	Peninsula Corridor Electrification Project	\$4,912,000	The Peninsula Corridor Electrification Project will convert Caltrain from a diesel-hauled commuter rail service to one that uses electrically powered trains consisting of high-performance electric multiple units for service between San Francisco (Fourth and King Station) and San Jose (Tamien Station). It will result in faster, more frequent service; reduce pollutants; and support Caltrain's long-term financial sustainability. The multi-agency funding agreement for the project, signed by the SFCTA and CCSF, includes \$80 million local contributions to the project by each the three PCJPB member counties (San Francisco, San Mateo and Santa Clara). The SFCTA has committed about \$41 million primarily from the Prop K and One Bay Area Grant funds. All but \$4.9 million in Prop K funds have been allocated. This request would fulfill the Prop K contribution to the project.
23	SFMTA	Paratransit, Shop-a-Round/Van Gogh Shuttles, Ramp Taxi Incentives	\$10,500,472	The SFMTA provides paratransit services to persons with disabilities, in compliance with the Americans with Disabilities Act (ADA). Since 2004 Prop K funds have supported the program's sedan and ramp taxi trips, ACCESS van pre-scheduled trips, intercounty trips, and group van trips to senior centers. This Prop K request also includes funds for SFMTA's Shop-a-Round and Van Gogh shuttles, which provide transportation to grocery stores and recreational destinations, respectively, for senior and disabled passengers. This request also includes funds for SFMTA's Ramp Taxi Incentive Program that provides financial incentives to drivers/companies to increase the supply of wheelchair-accessible ramp taxis available through the paratransit program. This request will support these programs provided through the paratransit broker service contract through June 30, 2020.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
31, 33	SFMTA	Great Highway Signal Upgrade	\$220,000	Design replacement traffic signal hardware at up to eight intersections along the Great Highway, including Lincoln Way as well as Judah, Lawton, Noriega, Pacheco, Rivera, Taraval and Vicente Streets. Project will replace all existing signal infrastructure including poles, signal heads, controllers and subsurface conduits. The project will also install new accessible (audible) pedestrian-activated signals to improve safety for vision-impaired pedestrians. SFMTA expects the signals to be activated by June 2022.
38	SFMTA	Bayview Community Based Transportation Plan – Additional Funds	\$50,000	Funds will supplement the original \$57,851 Prop K allocation for a planning and engagement effort to identify transportation priorities that reflect the desires of the Bayview community. Requested funds will cover a \$50,000 shortfall from an expanded scope of work that was required to deliver the Participatory Budgeting (PB) process. Conducting the PB process, part of a Metropolitan Transportation Commission (MTC) pilot, enables SFMTA to receive \$600,000 from MTC to implement recommendations from the PB process. MTC requires the Transportation Authority to adopt the final recommendations, which are anticipated to be presented to the Board in November 2019.
38	SFMTA	District 11 Traffic Calming [NTIP Capital]	\$600,000	At the request of Commissioner Safai, SFMTA has requested Prop K funds for proactive traffic calming measures in various District 11 locations, focused on the Oceanview and Ingleside neighborhoods. SFMTA and Commissioner Safai's office will conduct targeted outreach where traffic calming is proposed and to finalize locations for 25 to 30 speed humps, speed cushions, speed tables, or raised (asphalt) crosswalks. Project will be open for use by December 2020.
39	SFMTA	Bike to Work Day 2020	\$41,758	Bike to Work Day (BTWD) is an annual event promoting cycling as a viable commuting option. Prop K funds will cover the sponsorship costs for BTWD 2020 on May 14, 2020. This includes event promotion as well as event-day services such as energizer stations with educational materials and activities.
39	SFMTA	Bicycle Safety Education and Outreach	\$80,000	Provide 10 months of Bicycle Safety Education and Outreach, building on successful past programming. The program provides learn-to-ride and bicycle safety classes to more than 1,000 people, and includes broad outreach to San Francisco residents and visitors via in-person presence at fairs, festivals, farmer's markets, and open streets events. See page 185 of the Enclosure for the most recent summary report (April 2017 - March 2018) for details on class attendance and demographic information.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
43	SFMTA	Safe Routes to Schools Program Administration	\$200,000	Administration of the SF Safe Routes to School program for a 10-month period, from November 2019 to August 2020. This request will fund SFMTA staff time following the program's transition from the Department of Public Health that occurred in July 2019, and during the first year of the One Bay Area Grant funding cycle. The SFMTA will oversee and coordinate San Francisco's school transportation programs and increase its focus on the core goals of school transportation: safety and mode shift.
43, 44	SFCTA	Lombard Crooked Street Paid Reservation System [NTIP Planning, Capital]	\$700,000	At the request of Commissioner Stefani, the Transportation Authority will conduct continued planning and pending approval of required state and local legislation, implementation of a pilot paid reservation system for managing automobile congestion on the 1000 block of Lombard Street, especially during peak hours, by requiring visitors who drive down the street to have a reservation. Requested funds will support continued planning, preparation and adoption of business rules for a reservation system, environmental approval, procurement of a vendor for operations, and design and testing of the reservation system through an estimated first year of operations. The reservation system is intended to be self-sustaining. Funds from reservations would pay for the system's administration and traffic management. We expect the project to be operational in Spring 2020.
44	SFCTA, SFMTA	Octavia Boulevard Circulation and Accessibility Study Update [NTIP Planning]	\$100,000	At the request of Commissioner Brown, the Transportation Authority will conduct a Study to evaluate the accessibility, safety, and circulation at Octavia Boulevard, leading to the Central Freeway. Currently, significant traffic congestion on the approaches to Octavia Boulevard causes queuing and conflicts in the area. This Study will evaluate the overall travel demand pattern to/from Octavia Boulevard and identify local, crosstown, and long-distance trip markets. The Study will assess and recommend local area improvements, upstream traffic metering and routing concepts, strategies to shift mode or vehicle occupancy, and will prioritize improvement strategies to be funded in part by revenues from land sales of Central Freeway parcels. The Study will be completed by March 2021.
TOTAL			\$24,302,748	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
7	PCJPB	Automatic Passenger Counters at 4th and King Station	\$ 400,000	
7	PCJPB	Resolve Speed and Route Signaling Conflicts	\$ 500,000	Recommendation for a multiphase allocation is appropriate given the need to support San Francisco's member share contribution to Caltrain's Fiscal Year 2019/20 capital budget.
7	PCJPB	Next Generation Visual Message Signs and Predictive Arrival and Departure System	\$ 500,000	
7	PCJPB	Caltrain Station Infrastructure Refresh/Upgrade	\$ 464,506	
7, 20P	PCJPB	Bayshore Station Overpass Pedestrian Bridge Rehabilitation	\$ 1,053,506	Recommendation for a multiphase allocation is appropriate given the need to support San Francisco's member share contribution to Caltrain's Fiscal Year 2019/20 capital budget.
17P	PCJPB	Bombardier Cars State of Good Repair	\$ 2,100,000	
17P	PCJPB	F40 Locomotive State of Good Repair	\$ 150,000	
20P	PCJPB	Station Enhancements and Improvements	\$ 430,506	
22P	PCJPB	Systemwide Track Rehabilitation	\$ 180,000	
22P	PCJPB	Structure Maintenance - State of Good Repair	\$ 160,000	
22P	PCJPB	San Francisquito Creek Bridge Replacement	\$ 120,000	
22P	PCJPB	Marin Street & Napoleon Street Bridges Rehabilitation	\$ 540,000	
22P	PCJPB	Guadalupe River Bridge Replacement and Extension	\$ 1,000,000	
22U	PCJPB	Peninsula Corridor Electrification Project	\$ 4,912,000	
23	SFMTA	Paratransit, Shop-a-Round/Van Gogh Shuttles, Ramp Taxi Incentives	\$ 10,500,472	Deliverable: Quarterly progress reports will provide service performance information including the number of trips and complaints, on-time percentage per mode (for paratransit program), average trip time for group van services, and shuttle and ramp taxi service performance including the number of trips originating in Communities of Concern.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
31, 33	SFMTA	Great Highway Signal Upgrade	\$ 220,000	
38	SFMTA	Bayview Community Based Transportation Plan – Additional Funds	\$ 50,000	<p>5-Year Prioritization Program (5YPP) Amendment: The recommended allocation is contingent on a concurrent amendment of the Prop K Traffic Calming 5YPP to program \$50,000 in deobligated funds from projects completed under budget.</p> <p>Deliverable: Upon completion of the Participatory Budgeting process, SFMTA will present recommendations to the Citizens Advisory Committee and Board for approval (anticipated October 23 and November 5, 2019, respectively).</p>
38	SFMTA	District 11 Traffic Calming [NTIP Capital]	\$ 600,000	<p>Multiphase Allocation: Given the strong interest by the sponsoring commissioner in delivering the projects as quickly as possible, the short duration of the planning phase, and the relatively straightforward design of similar improvements at multiple locations, we are recommending concurrent allocation of planning, design and construction funds.</p> <p>Special Condition: SFMTA may not incur expenses for the construction phase until Transportation Authority staff releases the funds (\$429,000) pending receipt of locations and measures as confirmed by the district supervisor.</p>
39	SFMTA	Bike to Work Day 2020	\$ 41,758	<p>Special Condition: <u>Funds are conditioned upon the San Francisco Bicycle Coalition locating one or more energizer station(s) per district. (As amended by SFCTA Board at its October 8 meeting.)</u></p>

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
39	SFMTA	Bicycle Safety Education and Outreach	\$ 80,000	
43	SFMTA	Safe Routes to Schools Program Administration	\$ 200,000	Deliverable: By June 2020, SFMTA staff will provide a report on how the Safe Routes to Schools program is doing with respect to achieving the established goals of reducing single family vehicle trips by 37% and school-related collisions by 50% by 2030, consistent with the required deliverable for the One Bay Area Grant.
43, 44	SFCTA	Lombard Crooked Street Paid-Reservation System [NTIP-Planning, Capital]	\$ 700,000	5YPP Amendment: The recommendation is contingent on a cost-neutral 5YPP amendment to the Transportation Demand Management (TDM)/ Parking Management category to reprogram \$200,000 in Mobility as a Service Pilot—Placeholder funds from FY2019/20 to FY2020/21, and to reprogram an equal amount in Demand & Pricing—Placeholder funds from FY2020/21 to FY2019/20. See attached 5YPP amendment for details. Multi-phase Allocation: At the request of the District 2 supervisor, we are targeting implementation in spring 2020 before the next peak tourist season to provide some congestion relief to the community. The very short timeline to complete planning and begin implementation necessitates the multi-phase approval (planning and construction).
44	SFCTA, SFMTA	Octavia Boulevard Circulation and Accessibility Study Update [NTIP Planning]	\$ 100,000	Prior to Board adoption (anticipated March 2021), staff will present a draft final report, including key findings, recommendations, next steps, implementation, and funding strategy to the Citizens Advisory Committee and Board. Upon project completion, the Board will accept or approve the final report.
TOTAL			\$24,302,748	

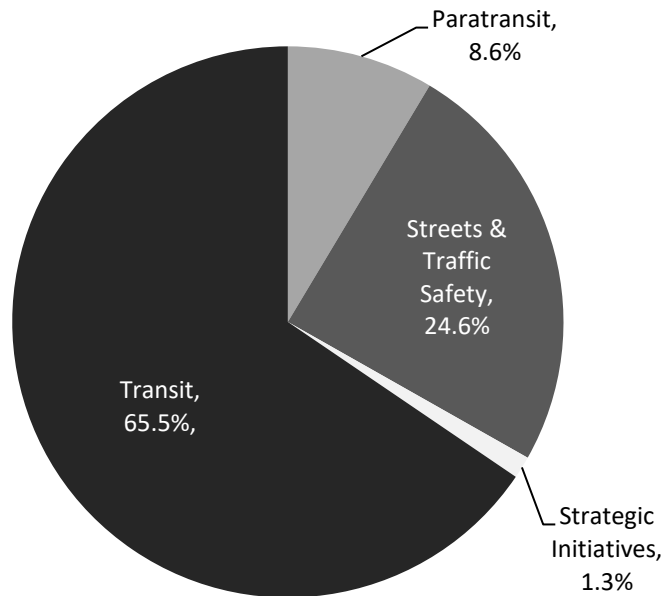
¹ See Attachment 1 for footnotes.

**Attachment 4.
Prop K Allocation Summary - FY 2019/20**

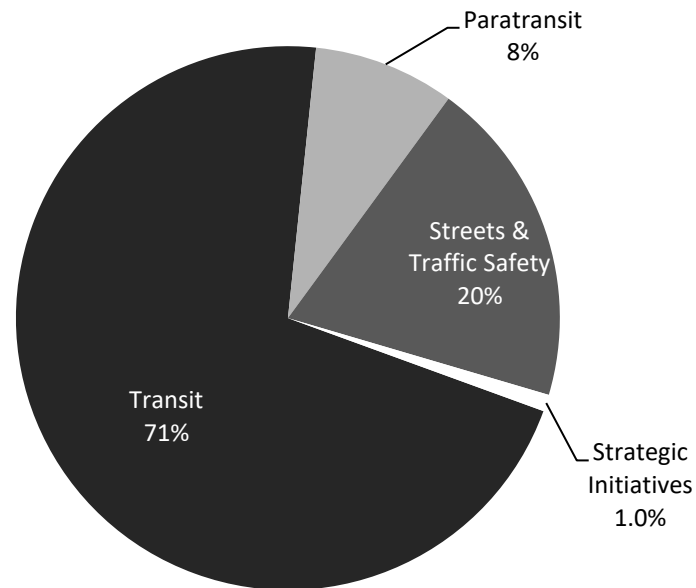
PROP K SALES TAX								
	Total	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	\$ 43,910,961	\$ 15,884,238	\$14,740,485	\$4,496,872	\$ 2,690,622	\$ 2,690,622	\$ 2,690,622	\$ 717,500
Current Request(s)	\$ 24,302,748	\$ 12,943,409	\$ 9,823,237	\$ 1,536,102	\$ -	\$ -	\$ -	\$ -
New Total Allocations	\$ 68,213,709	\$ 28,827,647	\$ 24,563,722	\$ 6,032,974	\$ 2,690,622	\$ 2,690,622	\$ 2,690,622	\$ 717,500

The above table shows maximum annual cash flow for all FY 2019/20 allocations and appropriations approved to date, along with the current recommended allocation(s).

**Investment Commitments,
per Prop K Expenditure Plan**



Prop K Investments To Date





Memorandum

AGENDA ITEM 8

DATE: September 19, 2019 (Revised 10.17.19)
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 10/8/2019 Board Meeting: Allocate \$24,253,024, with Conditions, and Appropriate \$49,724 in Prop K Sales Tax Funds for 22 Requests

RECOMMENDATION	<input type="checkbox"/> Information	<input checked="" type="checkbox"/> Action
<p>Allocate \$12,510,518 in Prop K funds to the Peninsula Corridor Joint Powers Board (PCJPB or Caltrain) for 14 requests:</p> <ul style="list-style-type: none">1-5. Caltrain Capital Improvement Program: 5 requests (\$2,918,012)6-7. Vehicles -State of Good Repair: 2 requests (\$2,250,000)8. Facilities - State of Good Repair: 1 request (\$430,506)9-13. Guideways - State of Good Repair: 5 requests (\$2,000,000)14. Peninsula Corridor Electrification Project: 1 request (\$4,912,000) <p>Allocate \$11,742,506 in Prop K funds to San Francisco Municipal Transportation Agency (SFMTA) for 8 requests:</p> <ul style="list-style-type: none">15. Paratransit, Shop-a-Round/Van Gogh Shuttles, Ramp Taxi Incentives (\$10,500,472)16. Great Highway Signal Upgrade (\$220,000)17. Bayview Community Based Transportation Plan - Additional Funds (\$50,000)18. District 11 Traffic Calming [NTIP Capital] (\$600,000)19. Bike to Work Day 2020 (\$41,758)20. Bicycle Safety Education and Outreach (\$80,000)21. Safe Routes to Schools Program Administration (\$200,000)22. Octavia Boulevard Circulation and Accessibility Study Update [NTIP Planning] (\$50,276) <p>Appropriate \$49,724 in Prop K funds for 1 requests:</p> <ul style="list-style-type: none">22. Octavia Boulevard Circulation and Accessibility Study Update [NTIP Planning] (\$49,724) <p>Attachment 1 lists the requests, including requested phase(s) and supervisorial district(s) for each project. Attachment 2 provides a brief description of each project. Attachment 3 contains the staff recommendations.</p>	<input checked="" type="checkbox"/> Fund Allocation	<input checked="" type="checkbox"/> Fund Programming
	<input type="checkbox"/> Policy/Legislation	<input type="checkbox"/> Plan/Study
	<input type="checkbox"/> Capital Project Oversight/Delivery	<input type="checkbox"/> Budget/Finance
	<input type="checkbox"/> Contract/Agreement	<input type="checkbox"/> Other:



FOLLOW-UP

Subsequent to the October 8, 2019 Board meeting, Governor Newsom vetoed Assembly Bill 1605 (Ting) that would have given the Board of Supervisors the authority to establish a pilot paid reservation system for managing automobile congestion on the 1000 block of Lombard Street. Thus, we have deleted the Lombard Crooked Street Paid Reservation System appropriation request for \$700,000 from the list of recommended allocations and appropriations. Meanwhile, we are continuing to work with Commissioner Stefani's office and Assemblymember Ting's office to see if we can identify other ways to address the significant congestion and quality of life issues that are impacting the Crooked Street and surrounding neighborhood.

DISCUSSION

Attachment 1 summarizes the subject allocation requests, including information on proposed leveraging (i.e. stretching Prop K sales tax dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 includes a brief description of each project. Attachment 3 summarizes the staff recommendations for the requests, highlighting special conditions and other items of interest. An Allocation Request Form for each project is enclosed, with more detailed information on scope, schedule, budget, funding, deliverables and special conditions.

We are recommending a total of \$7,598,012 for 13 requests from the four Caltrain state of good repair categories (i.e., Capital Improvement Program category and Caltrain's share of the Vehicles, Facilities, and Guideways categories) in Fiscal Year 2019/20. This funding would provide the annual San Francisco member share contribution to Caltrain's capital budget of \$7,500,000 as negotiated among the three member parties which fund and govern Caltrain - the City and County of San Francisco, San Mateo County and Santa Clara County. Our recommended action also includes allocation of funds de-obligated from prior Caltrain projects completed under budget to new priorities. Next month we anticipate presenting three additional requests from Caltrain for the 22nd Street ADA Study, Major Initiatives - Stations and Terminals Planning and Development, and Major Initiatives - Corridor-wide Grade Separation Study.

FINANCIAL IMPACT

The recommended action would allocate and appropriate \$25,002,748 in Prop K funds. The allocations and appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

Attachment 4 shows the approved Fiscal Year 2019/20 allocations and appropriations to date, with associated annual cash flow commitments as well as the recommended allocations, appropriations, and cash flow amounts that are the subject of this memorandum.

Sufficient funds are included in the Fiscal Year 2019/20 budget to accommodate the recommended actions. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distribution for those respective fiscal years.



CAC POSITION

The CAC was briefed on this item at its September 25, 2019 meeting. After some discussion, the CAC unanimously passed a motion of support for an amended staff recommendation that conditioned funding for the SFMTA's Bike to Work Day 2020 request to require equitable distribution of energizer stations across the city. The funding in this request would primarily be used as a sponsorship for Bike to Work Day events, which are organized by the San Francisco Bicycle Coalition. We are working with the SFMTA and San Francisco Bicycle Coalition to develop the special condition(s) and related deliverable(s), which we plan to present to the Board on October 8, 2019.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Summary of Requests Received
- Attachment 2 - Project Descriptions
- Attachment 3 - Staff Recommendations
- Attachment 4 - Prop K Allocation Summary - FY 2019/20
- Attachment 5 - Lombard Crooked Street Paid Reservation System [NTIP Planning, Capital] Allocation Request Form
- Enclosure 1 - Allocation Request Forms (22)

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2019/20
Project Name:	Lombard Crooked Street Paid Reservation System [NTIP Planning, Capital]
Grant Recipient:	San Francisco County Transportation Authority

EXPENDITURE PLAN INFORMATION

Prop K EP categories:	Transportation/Land Use Coordination
Current Prop K Request:	\$700,000
Supervisory District(s):	District 02

REQUEST

Brief Project Description

The "crooked" section of Lombard Street is both a residential neighborhood and one of the most popular tourist destinations in the city. The increasing volume of visitors has put a significant strain on the 1000 Block of Lombard Street, known as the "Crooked Street," resulting in automobile and pedestrian congestion that negatively impacts the quality of life in the neighborhood. The primary purpose of the Paid Reservation System is to manage automobile congestion, especially during peak hours, by requiring visitors who drive down the street to have a reservation.

Detailed Scope, Project Benefits and Community Outreach

The 1000 Block of Lombard Street, known as the "Crooked Street" draws as many as 2.1 million visitors each year, and up to 17,000 visitors per day. However, the 1000 Block and surrounding area is predominately residential in nature and not intended to accommodate the increasing volume of visitors to the Crooked Street. The increased volume of visitors has not only resulted in vehicular and pedestrian congestion beyond what the transportation infrastructure can handle, but has negatively impacted the surrounding neighborhood resistant to greater traffic circulation in the area.

The primary purpose of the Lombard Crooked Street Paid Reservation System is to manage automobile congestion, especially during peak hours, by requiring visitors who drive down the street to have a reservation. The System would create reservation slots that limit automobile arrivals to below the capacity of the street. The fee for a reservation helps support additional goals identified in a preceding 2017 study. First, the system is expected to achieve the goal of implementing a financially viable solution with funds generated from the reservation fee able to cover the cost of existing site operations, enforcement and maintenance. This will improve safety and the quality of life for residents of the Crooked Street and surrounding community. In addition, the system is expected to help preserve tourism at a sustainable level by providing visitors with a clear set of expectations for visiting by automobile; the ability to plan trips in advance; and shorter wait times to drive down the Crooked Street, thus creating a better experience.

The SFCTA project team drafted a Concept of Operations (ConOps), adopted by the Board on September 10, 2019. The ConOps describes the project location; proposed technology systems; on-site and customer service personnel; marketing requirements; reservation availability and fees; exemptions, restrictions and discounts; and enforcement. The System will work together with street changes and signage that will be legislated and implemented by SFMTA. In the development of the ConOps, the SFCTA conducted outreach to the neighborhood and to the travel industry.

On behalf of District 2 Supervisor Stefani, we are seeking Prop K funds to continue planning, and subject to required state and local legislative approvals (including designation of the SFCTA as the Program Administrator), implement a pilot Lombard Crooked Street Paid Reservation System.

The detailed scope of work for this phase - planning (including environmental clearance) and implementation (including the first year of operations for paid reservation system) - is attached.

Project Location

Lombard Street between Larkin and Leavenworth

Project Phase(s)

Planning/Conceptual Engineering, Construction

Justification for Multi-phase Request

At the request of the District 2 supervisor, we are targeting implementation in spring 2020 before the next peak tourist season to provide some congestion relief to the community. The very short timeline to complete planning and begin implementation necessitates the multi-phase approval (planning and construction).

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Project Drawn from Placeholder
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Greater than Programmed Amount
Prop K 5YPP Amount:	\$700,000
Justification for Necessary Amendment	
The subject request includes a cost-neutral amendment to the Transportation Demand Management (TDM)/ Parking Management (EP-43) 5YPP to reprogram \$200,000 in FY2019/20 Mobility as a Service Pilot - Placeholder funds to FY2020/21, and to reprogram an equal amount of Demand & Pricing - Placeholder from FY2020/21 to FY2019/20. \$600,000 in placeholder funds are requested from the EP-43 5YPP as follows: \$240,000 from NTIP Placeholder carry-forward from the 2014 EP-43 5YPP; \$130,000 from Tourist TDM Program, \$30,000 from Emerging Mobility Pilots, and \$200,000 from Demand & Pricing placeholder. The request also includes an agreement that if the remaining TDM funds programmed to SFMTA projects and programs are fully allocated, the Transportation Authority will support a Strategic Plan amendment to advance funds from future years to meet funding needs.	

LOMBARD CROOKED STREET PAID RESERVATIONS SYSTEM

PLANNING AND IMPLEMENTATION
SCOPE OF WORK

1 PROJECT CONCEPT

1.1 DOCUMENT PURPOSE

This Scope of Work describes the tasks involved to complete planning and implement a system to manage vehicular demand on the 1000 block of San Francisco's Lombard Street, including:

- Business Rules;
 - Environmental approvals;
 - Reservation system vendor procurement;
 - Reservation system final design, installation, and testing.
 - Street signage and striping;
 - Marketing, including engagement with the tourism industry; and
 - Agency agreements.
-

1.2 BACKGROUND

Lombard Street's landmark "Crooked Street" segment, located at the 1000 Block of Lombard Street between Hyde and Leavenworth streets, attracts approximately 2.1 million visitors per year. However, the 1000 Block and surrounding area is predominately residential in nature and not intended to accommodate the increasing volume of visitors to the landmark Crooked Street. The increased volume of visitors has not only resulted in vehicular and pedestrian congestion beyond what the transportation infrastructure can handle, but has negatively impacted the surrounding neighborhood residents and greater traffic circulation in the area. Several of these impacts are identified below:

- Daily vehicle queues at the entrance of the Crooked Street can last up to 10 hours per day, impacting vehicle circulation in the surrounding neighborhood;
 - During peak periods, vehicle queues can extend as far west as Van Ness Avenue, impacting traffic circulation in the surrounding neighborhoods and on US 101, which runs on Van Ness Avenue and Lombard Street near the project site;
 - Heavy pedestrian volumes result in sidewalk overcrowding in the area, inducing pedestrian and vehicle conflicts that result in traffic obstructions and degraded pedestrian safety;
 - General congestion at the entrance to the Crooked Street has impacted the safe operation of the historic cable cars that run on Hyde Street; and
 - Has generally degraded the quality of life in the surrounding neighborhoods due to littering, loitering, and noise and air pollution.
-

1.3 PROJECT GOALS

In March 2017, the San Francisco County Transportation Authority (Transportation Authority) issued *Lombard Study: Managing Access to the "Crooked Street" Final Report* (2017 Study). The 2017 Study goals were informed by onsite observations of traffic circulation, traffic volume counts, intercept surveys, and interviews with local residents as well as community groups and businesses. A key recommendation of the 2017 Study was to advance the feasibility evaluation of a pricing and/or reservation system that would manage Crooked Street access. As a result, the Transportation Authority

initiated the Lombard Crooked Street Pricing and Reservation Study with the goal of developing a solution that best meets the following six key project goals that were carried over from the 2017 Study:

- Managing pedestrian congestion
- Managing auto congestion
- Ensure traffic safety
- Maintain livability of the surrounding neighborhood
- Preserve tourism at a sustainable level
- Implement a financially viable solution

The paid reservation system Concept of Operations lists the six project goals and their respective metrics for effectiveness, along with minimum and ideal targets for meeting each metric. These metrics and targets served as the basis for the identification of a preferred system operating concept.

1.4 SETTING

The Crooked Street is located along the 1000 block of Lombard Street, between Hyde and Leavenworth streets, in the primarily residential Russian Hill neighborhood. This segment of Lombard Street is a one-way eastbound residential street with signature switchbacks, landscaping, and vistas that draws as many as 2.1 million visitors per year and up to 17,000 visitors per day. Vehicular access to the Crooked Street is only permitted at the intersection of Lombard and Hyde streets from eastbound Lombard Street and northbound Hyde Street; left-turns from southbound Hyde Street onto the Crooked Street are prohibited at all times and right-turns from northbound Hyde Street on the Crooked Street are prohibited at all times except for residents. The Powell/Hyde Cable Car operates on Hyde Street where Hyde Street intersects Lombard Street at the Crooked Street segment. Also, as the 2017 Study indicated, while there is currently a restriction in the area for vehicles with the capacity for 8 or more passengers, observers have noted a number of tour bus operators ignoring these regulations on occasion.

1.5 TRAFFIC MANAGEMENT APPROACH

This section describes the ways that a paid reservation is proposed to be used to manage vehicle demand. This concept requires motorists to pre-purchase a reservation at a set price. This concept is intended to manage vehicle queueing through the reservation system, and also generate a dedicated source of revenue to maintain the system and address neighborhood impacts from tourism. In terms of preserving sustainable tourism, the paid reservation alternative would enable tourists to plan their trips in advance and substantially reduce the uncertainty of waiting in congestion to drive down the Crooked Street.

2 PLANNING PHASE SCOPE OF WORK

The following tasks will be conducted as part of the Lombard Crooked Street Paid Reservation System planning phase:

- Preparation and Adoption of Business Rules
 - Preparation and Approval of the Environmental Document.
-

2.1 BUSINESS RULES

The operating agency for the Lombard Paid Reservations System will prepare and adopt Business Rules. This task involves the development and adoption of business rules that will govern the use and operation of the Lombard Paid Reservations System. Ultimately, the intent of the business rules is to guide the development of the technical requirements and standard operating procedures for the system.

The hours of operation of the paid reservation system and the price of reservations would vary. The system would operate between 9:00 a.m. and 9:00 p.m., seven days per week. Remaining off-hours each day would allow free, unreserved access to the Crooked Street. As an initial measure, the price for a reservation under this scenario would be set at \$10 on Saturdays, Sundays, and holidays, and \$5 all other days of the week. The intent of this price differential is to encourage drivers to visit on off-peak days when the demand is lower, i.e. Tuesdays through Fridays, or to visit the Crooked Street by another mode such as walking, bicycling, and transit if visiting on the highest demand days. The preliminary business rules will be finalized and adopted by the system operating agency as part of this phase and scope of work.

The Concept of Operations document describes the initial analysis supporting the initial hours of operation, pricing, and discount/exemption provisions in more detail.

2.2 ENVIRONMENTAL CLEARANCE

The San Francisco Planning Department will prepare the environmental clearance for the system. This Task includes preparing an agreement with SF Planning, as applicable; preparing a project description; and preparing a categorical exemption or other environmental documentation, as determined by the SF Planning Department and the System Operating Agency.

2.3 FINAL DESIGN DELIVERABLES

Adopted Business Rules

Approved Environmental Document

3 SYSTEM PROCUREMENT SCOPE OF WORK

The following tasks will be conducted as part of the Lombard Crooked Street Paid Reservation System procurement:

- Request for Proposals for Paid Reservation System Vendors
 - Award of a Contract by the System Operating Agency
 - Design and testing of a Reservation System
-

3.1 SYSTEM VENDOR

The system vendor will be the entity hired by the system operator to conduct day-to-day operations of the Lombard Paid Reservations System. The system operator may enter into an agreement with private contractors to provide all or some of the system elements.

- Designing, implementing, operating and maintaining the online/phone system
 - Operating and administering the on-site operations of the system
 - Monitoring and reporting on system performance
 - Collection and distribution of operating revenue
 - Protecting personally identifiable information
-

3.2 SYSTEM VENDOR PROCUREMENT

The system operator will issue a Request for Proposals from companies specializing in paid reservation or ticketing systems to serve as the system vendor. This scope of work assumes the functions and responsibilities outlined in this section can be provided by a Contractor selected through a competitive RFP process.

TECHNOLOGY SYSTEMS

The Contractor is assumed to be able to design, implement, operate and maintain both the back end and front end of the reservation system – a user interface(s) that accept reservations as well as a database that keeps records of reservations. The system should have the following types of access:

- Visitor access via website, mobile device and telephone that allows for making a reservation and secure payment. Website should be mobile-phone friendly with the option to view it in multiple languages. No reservations or payments should occur with on-site personnel at the Crooked Street.
- Contractor access to verify reservations on-site and assist with data collection to monitor performance such as tracking the date, time and number of vehicles that transit the Crooked Street and whether reservations made are fulfilled. The Contractor is expected to provide any equipment or supplies that may be needed for this purpose (e.g. handheld devices, wireless internet hotspot). The system would also require access for customer service personnel to assist visitors with specific questions regarding reservations.
- Administrative access to contractor-collected data for the operating agency for the purposes of performance monitoring. A preliminary list of data that is thought to be needed is in Section 7.1 of the Concept of Operations.

The reservation system should also have the following additional capabilities:

- Distinguish different user groups and provide a distinct registration and verification system for Crooked Street residents and guests of Crooked Street residents.

- Allow for discounts and promotions.
- Prevent fraud and abuse of the system by, among other items:
 - providing distinct reservation codes to prevent improper copying, duplication, or counterfeiting of reservations.
 - limiting one person or entity from purchasing a bulk number of reservations.
- Release reservation slots in a tiered fashion in the leadup to any given day to ensure reservations are available for tourists who plan a visit to the Crooked Street further ahead of their trip as well as those that do not (for example: 75% of reservations released one month prior, 20% of reservations released one week prior, and 5% of reservations released day-of).
- Easily adjust configurable parameters of pricing, reservations and hours of operations as described in Chapter 7 of the Concept of Operations.

Please refer to Chapter 6 of the Concept of Operations for more detail about these desired system elements.

ON-SITE PERSONNEL

The Contractor is assumed to be able to employ reservation staff to administer the on-site operations of the system (primarily verifying visitor reservations, providing information to visitors without reservations, and collecting data). The Transportation Authority has identified a minimum of two reservation staff needed on-site to fulfill these duties during operational hours (see Figure 2 in Attachment 1).

Currently, and in the proposed system, only Crooked Street residents are allowed to make right turns from northbound Hyde onto the Crooked Street. Contractor staff are not to direct traffic and will not verify resident passes of vehicles turning right onto the Crooked Street. Those duties will be performed by San Francisco Municipal Transportation Agency (SFMTA) Parking Control Officers (PCOs) also shown in Figure 2. A San Francisco Police Department officer will issue any violations to motorists who disobey PCOs' directions or signage that state that reservations are required. Community ambassadors, hired under contract by the Office of Economic and Workforce Development, are also present at the Crooked Street and focus on cleaning the street and promoting the safety and hospitality of the area for tourists. Note that PCOs, Police Department staff, and existing on-site community ambassadors will not be the Contractor's responsibility but will be part of the overall site and reservations system operations.

CUSTOMER SERVICE PERSONNEL

The Contractor is assumed to be able to employ staff during operational hours to arrange reservations over the phone and respond to customer service inquiries. Given the number of international visitors to the Crooked Street, it is expected that online or telephone customer service should be available in multiple languages.

MARKETING

The Contractor is expected to conduct marketing of the new paid reservation system to potential visitors, which will entail partnering with the San Francisco travel and tourism industry, other public agencies, as well as general advertising across various media.

INSURANCE

The Contractor is assumed to obtain and maintain liability insurance, at its own cost and expense, during the term of a contract. The minimum level and types of coverage will be specified in the RFP.

3.3 BACK-END SYSTEM DESIGN AND TESTING

This task involves designing the reservation system back end (database) and customer service systems and testing them prior to public launch.

A back-end system will be required to operate the Lombard Paid Reservations System. It is envisioned that the back-end system will be cloud-based and therefore will not require the physical installation of servers and communications infrastructure. The back-end system will provide the computing and storage capabilities required to manage the Lombard Paid Reservations System, including the following functionalities:

- Create and maintain database for paid reservations
- Create and maintain database for resident decals and guest passes
- Collect payment revenue
- Report on performance and finances

The back-end system will provide three types of access, including:

1. User access for residents, recreational visitors and exempt vehicles to make and pay for reservations and to request exemptions
2. Administrative access to change parameters and report information
3. Operator access to verify reservations and exemptions

These elements are further described in the following sections.

3.4 USER ACCESS DESIGN AND TESTING

This task involves designing the reservation system front end (website / other user interfaces) and testing them prior to public launch.

A website will be designed to serve as the primary interface for different user types with functionality to allow each distinct user type to interact with the system as appropriate. The website will be required to:

- Meet all industry standard encryption and payment requirements;
- Meet all rules and policies for protecting Personally Identifiable Information (PII);
- Offer information in multiple languages;
- Be accessible via desktop and mobile device; and
- Be ADA-compliant.

The user website functionalities for each distinct user type are described below.

3.4.1 TYPE A – RESIDENTS AND GUESTS

Residents will be able to use the website to request new or replacement resident decals and guest passes. Upon entering the required information, the website will query the back-end system to check whether the number of resident decals or guest passes associated with the user does not exceed a defined threshold. If so, a process will be triggered for issuance of the resident decal or guest pass.

The website will also provide information for other Type A users, such as delivery vehicles and other vehicles that may need to access the Crooked Street for non-recreational purposes. Information for these users will be provided via FAQs and instructions.

3.4.2 TYPE B – RECREATIONAL VISITORS

The website will include all elements necessary to provide a fully functional platform for recreational visitors of the Crooked Street from the initial landing page to the reservation confirmation page.

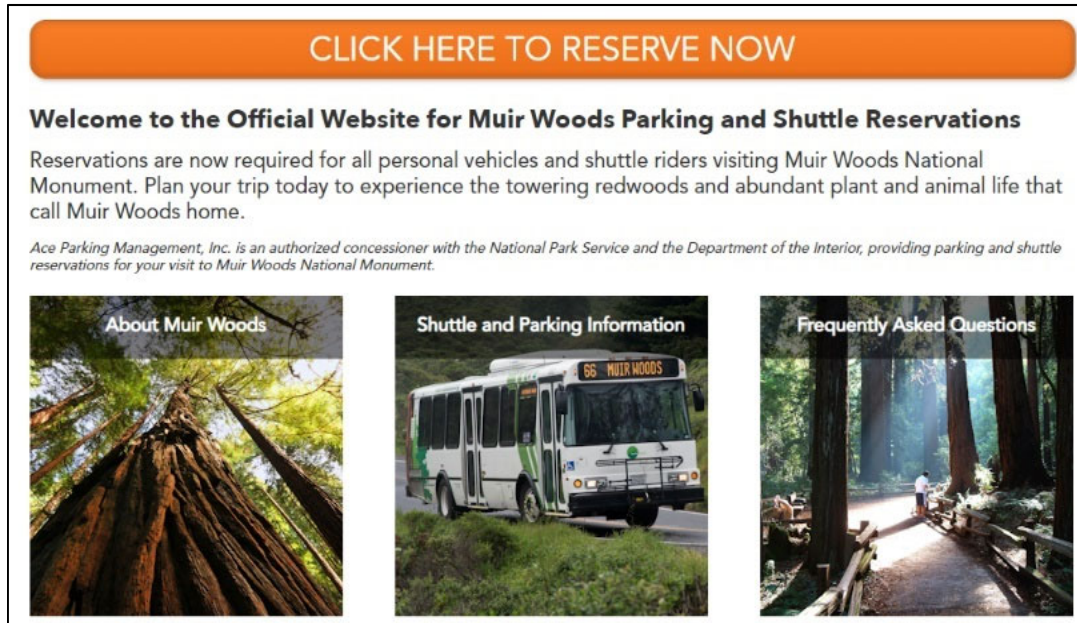


Figure 1: Example Muir Woods Website Screenshot (<https://gomuirwoods.com>)

Depending on final business rules, the website may also automatically e-mail a reminder of upcoming reservations (including visitor guidelines and suggestions) or allow users to cancel and/or refund a reservation. If cancellation is permitted, the cancellation policy may specify the number of days prior to a reservation that the reservation can be canceled or refunded.

To prevent fraud and abuse of the reservation system, the website will have the ability to limit the number of reservations made using the same IP address or credit card.

the same steps described above for paid reservations, with the exception of the step to provide payment.

3.5 ADMINISTRATION

The first year of operations will include a variety of top-level administrative functions, including data analysis, evaluation and reporting. The system will provide two types of reports: canned reports and ad-hoc reports. Canned reports include predetermined reports that are thought to be needed on a recurring basis and once configured can be easily generated by the system. Ad-hoc reporting allows administrators to specify a set of parameters used to query the system's database. Report information may be provided in the form of downloadable data sets or may be presented in a dashboard format.

Depending on the final design of the system and the need for verification, the back-end system will also provide access for system operators for the purpose of confirming reservations. This access may be provided via handheld devices that allow staff to input or scan unique reservation codes presented by users to pull up information that staff can use to verify the user. These devices could also allow data to be stored and transmitted to the back-end system for inventory management purposes. The following scenarios provide examples of how the on-site system could be used by staff to verify reservations.

- Type A Users (Residents) –If residents arrive without a decal, the handheld devices could also be used to pull up records of Crooked Street residencies to validate the arrival.
- Type A Users (Guests) – If needed, staff could use handheld devices to input or scan the codes on guest passes. The handheld devices will query the back-end system and provide staff with confirmation that the pass is valid. This functionality may be particularly useful to track the expiration date of guest passes.
- Type B and Type C Users (visitors with reservations) – The handheld devices could be used to verify the reservations presented to staff. Staff would use the handheld devices to key in or scan the unique reservation code and would be presented with information about the reservation, including whether the reservation is valid and whether the user has arrived within the designated window for their reservation.

In addition to aiding staff with verification of reservations, the handheld devices may also be used to collect and report information about the performance of the system as further described in the following section.

3.6 SYSTEM PROCUREMENT DELIVERABLES

- Request for Proposals for Paid Reservation System Vendors
- Award of a Contract by the System Operating Agency
- Design and testing of a Reservation System

4 INSTALLATION / CONSTRUCTION SCOPE OF WORK

This section describes the tasks needed to prepare the facility and signage concepts that are anticipated for the Lombard Paid Reservations System. The material in this section does not represent final design decisions. The intent of this scope of work is to take these initial concepts through the final design stage. This funding request includes the installation of these facilities near the Crooked Street. These may include temporary shelter or storage facilities for staff, and signage.

4.1 STAFFING

4.1.1 RESERVATION STAFF

The primary role of reservation staff is to manage visitors arriving with a reservation, including verification of reservations and identification of vehicles that have a valid reservation and those that do not have a valid reservation. This Scope of Work includes procurement and contracting with a vendor who will hire, train, and manage the reservation staff. This phase request anticipates one year of funding for reservation staff.

4.1.2 PARKING CONTROL AND SAN FRANCISCO POLICE OFFICERS

SFMTA Parking Control Officers (PCOs) will direct traffic to enter the crooked street from the through lane, or to turn right onto Hyde for traffic without a reservation. The primary role of SFPD officers is to monitor traffic and pedestrian safety, while also providing support to PCOs if necessary. This phase request anticipates one year of funding for PCOs and SFPD officers.

4.1.3 AMBASSADORS

The primary role of ambassadors is to serve as advisors to pedestrians traveling near the Crooked Street. One ambassador is recommended on either end of the Crooked Street, and is expected to be available to answer questions and provide helpful advice to tourists. This Scope of Work assumes that Ambassadors will continue to be funded by the General Fund and managed by the Fisherman's Wharf Community Benefits District.

4.2 TRAFFIC MANAGEMENT

Implementation of the Lombard Paid Reservations System will require revisions to traffic circulation, parking, and on-site staffing on the streets surrounding the Crooked Street. These revisions are illustrated below in Figure 2.

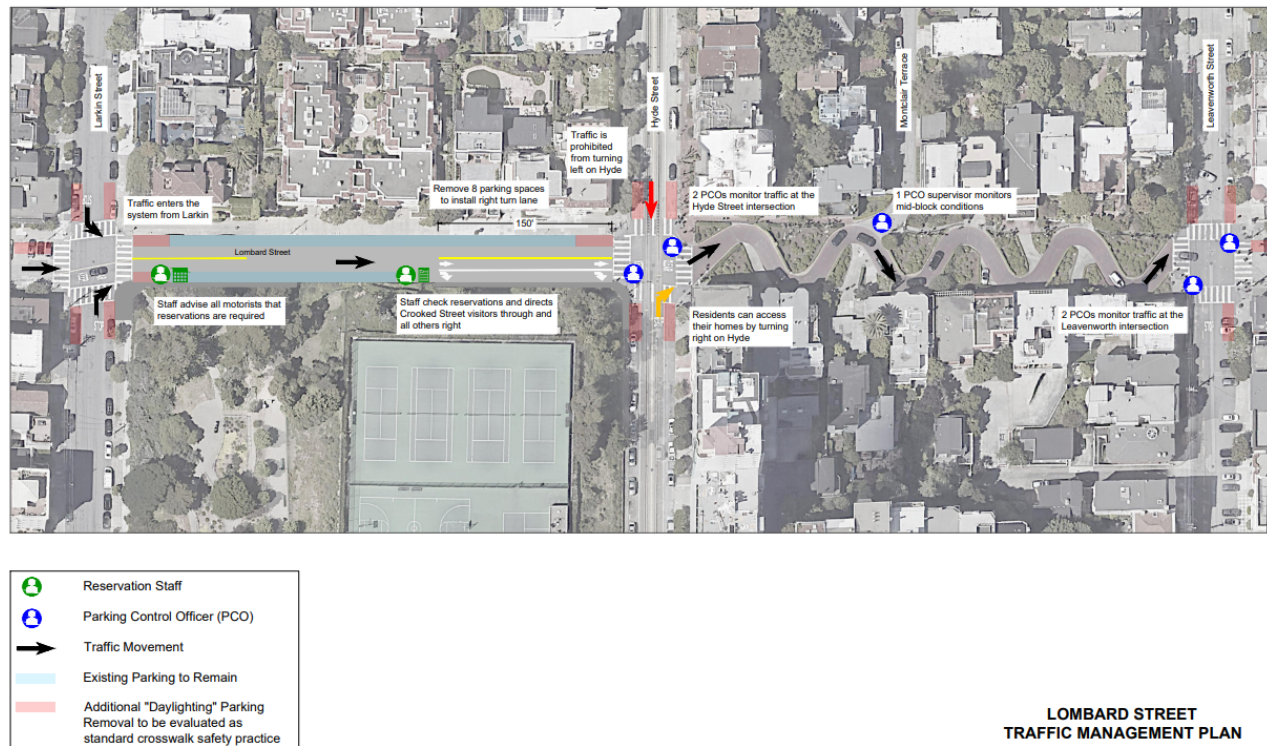


Figure 2: Lombard Paid Reservations System Traffic Management Plan

Currently, on peak weekends and holidays, the Crooked Street is staffed with five Parking Control Officers (PCOs). The implementation of the Lombard Paid Reservation System anticipates that this level of staffing will continue on peak weekends and holidays, and that PCO staff will be on site to cover the full hours of operation of the system. Fewer officers may be needed on site on weekdays and lower volume seasons. In addition to these PCOs, two or more personnel will be added on site dedicated to the management and verification of reservations, guest passes, and other ticketed entries. These staff positions are represented in the diagram above. Staffing is discussed in more detail in Section **Error!**

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Changes to traffic and parking regulations as illustrated in Figure 2 are summarized as follows:

- Throughout the area and on major arterials, signage will be posted advising that Lombard Crooked Street is closed to traffic, except with reservations.
- At Lombard & Larkin, a reservation staff member will be posted during hours of operations with a movable sandwich sign again advising the Lombard Crooked Street is closed to traffic, except with reservations. This staff member will not check tickets or reservations, but will offer guidance and assistance to those who need more information on how to make a reservation (either through an in-person conversation or by distributing cards with information in multiple languages).
- Approximately mid-block on Lombard Street, a second reservation staff member will be equipped with a handheld device that can be used to scan tickets and verify reservations. Beyond this staff position, parking on the south side of the street will be restricted, resulted in a net loss of approximately eight parking spaces. Eastbound Lombard Street will become two lanes – the curb lane (formerly parking) will be right turn only onto Southbound Hyde, with the center lane designated as straight ahead only. Vehicles with valid reservations will be directed into the straight ahead lane to proceed down the Crooked Street, while vehicles without valid reservations will be directed to the right turn only lane. During hours of operation, cones will be set up between the lanes to prohibit lane changes after verification.
- At the intersection of Lombard and Hyde, PCOs will direct traffic as appropriate by the lanes – straight ahead or right turn – on eastbound Lombard Street. Additional PCOs will direct vehicles out of the area when they reach Lombard and Leavenworth at the bottom of the Crooked Street.

All vehicles bound for the Crooked Street during the operating hours of the system will be required to approach via the Lombard/Larkin intersection. The existing restrictions on right turns and left turns from Hyde onto the Crooked Street will remain in place, except for residents of the Crooked Street and Montclair Terrace who will continue to be able to access the Crooked Street by making a right turn from northbound Hyde. User interactions with the system are detailed in the following sections.

During the development of this traffic management plan, the study team determined that there are existing pedestrian accessibility deficiencies along the south side of the 1100 block of Lombard Street. In particular, the sidewalk is interrupted mid-block by a large retaining wall for approximately 120 feet, or 1/3 of the total length of the block. At each end of the block, the existing sidewalk does not meet accessibility standards of six feet of clearance, with widths varying from 3.5 feet at the western end of the block to 4.5 feet at the eastern end of the block. The study team evaluated the potential to correct these deficiencies and complete the sidewalk, but found that significant design challenges and potential costs would be incurred, particularly around utility relocation. As a result, the study team recommends that this sidewalk be brought up to standard outside of the implementation of the Crooked Street Paid Reservation System.

As shown in the traffic management diagram, the study team also recommends that the SFMTA evaluate the potential for crosswalk daylighting at Lombard & Larkin, Lombard & Hyde, and Lombard & Leavenworth intersections to improve pedestrian visibility and safety.

4.3 SIGNAGE

An effective signage and communication plan is essential to communicating to visitors in cars that reservations are required to drive the Crooked Street well ahead of the Lombard/Larkin or Lombard/Hyde intersections. The system operator will need to coordinate signage content and locations with the SFMTA upon adoption of the final traffic management plan.

4.4 COMMUNICATIONS

The Lombard Paid Reservations System will utilize wireless communications and cloud computing to support operations. On-site equipment utilized by staff to verify reservations will rely on broadband cellular networks to communicate information. Staff may also utilize two-way radios to communicate with one another if needed. Cloud computing will be used for data storage and computing resources needed for the reservation and payment system, which eliminates the need for physical servers and associated infrastructure.

4.5 TOURIST INDUSTRY ENGAGEMENT

The 2017 Study recommended a variety of improvement strategies that would complement the paid reservation system and which could be implemented in the short- or mid-term.

The 2017 Study proposed as a short-term strategies to re-engage the tourism industry to advise tourists that the area is within a residential neighborhood, encourage visitors to arrive via alternative modes of transportation, advise visitors of vehicle and pedestrian congestion, and to remind visitors to observe posted signs and regulations.

This scope of work and phase includes a task for the system operator to engage with the Tourism Industry to develop a marketing and communications plan and collateral.

4.6 INSTALLATION / CONSTRUCTION DELIVERABLES

- Reservation System initial staffing
- Traffic and curb striping
- Signage designed and installed
- Communications connection
- Tourist Industry Engagement

5 CONTRACTS AND AGREEMENTS

The implementation and operation of the Lombard Paid Reservations System will require collaboration between several stakeholders, including the system operator and supporting San Francisco agencies. This section describes the required contracts and agreements that are included in this scope of work and phase request of the Lombard Paid Reservations System.

5.1 SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY

The San Francisco Municipal Transportation Agency (SFMTA) has been a key stakeholder and contributor throughout the development of the initial Crooked Street studies and throughout the development of the pricing and reservation system outlined in this report. The role of SFMTA in the Lombard Paid Reservations System is not yet defined, and may change throughout the development of the project. SFMTA's current roles related to the Lombard Paid Reservations System include:

- Providing input on the development of the Lombard Paid Reservations System final design and implementation scope of work and cost estimate
- Providing parking control officers (PCOs) to manage vehicle and pedestrian congestion around the Crooked Street
- Managing and updating signage and parking restrictions near the Crooked Street

Pending future decisions, SFMTA may be required to enter into an agreement with the system operator to provide these services.

5.2 SAN FRANCISCO POLICE DEPARTMENT

The San Francisco Police Department (SFPD) roles related to the Lombard Paid Reservations System will likely include:

- Coordinating response functions related to incidents/disruptions on the Crooked Street
- Performing on-site enforcement of the system
- Enforcing motor vehicle violations

SFPD may be required to enter into an agreement with the system operator to provide these services.

5.3 OTHER POTENTIAL AGREEMENTS

If on-site facilities were either modified or constructed as part of the project, SFPW would need to be engaged in the project. Other example required agreements are likely to include:

- Cost and revenue sharing amongst entities providing services for the Lombard Paid Reservations System
 - Provision of services from vendors/contractors to deliver and operate the Lombard Paid Reservations System
-

5.4 CONTRACTS AND AGREEMENTS DELIVERABLES

San Francisco Municipal Transportation Agency
San Francisco Police Department
Other potential agreements

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2019/20
Project Name:	Lombard Crooked Street Paid Reservation System [NTIP Planning, Capital]
Grant Recipient:	San Francisco County Transportation Authority

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering	Apr-May-Jun	2018	Jul-Aug-Sep	2019
Environmental Studies (PA&ED)	Jul-Aug-Sep	2019	Oct-Nov-Dec	2019
Right of Way				
Design Engineering (PS&E)	Oct-Nov-Dec	2019	Jan-Feb-Mar	2020
Advertise Construction	Oct-Nov-Dec	2019		
Start Construction (e.g. Award Contract)	Jan-Feb-Mar	2020		
Operations	Apr-May-Jun	2020		
Open for Use			Apr-May-Jun	2020
Project Completion (means last eligible expenditure)			Apr-May-Jun	2021

SCHEDULE DETAILS

The SFCTA will conduct community outreach during the Fall 2019 in support of two actions:

- Board of Supervisors (BOS) ordinance authorizing the pilot and designating the operating agency for the Paid Reservation System. State authorizing legislation (AB 1605 (Ting)) requires that the BOS hold two public hearings.
- Preparation of final Business Rules, which will be adopted by the operating agency designated by the BOS and approved by the SFMTA. We expect the operating agency to adopt final Business Rules in February 2020.

Schedule dates are subject to change and will be informed by an underway Request for Information and the future Request for Proposals. The above schedule corresponds to completion of system planning and the initial year of operations. After initial start up costs, the program is anticipated to be self sustaining. AB 1605 authorizes up to a seven year pilot of the paid reservation system.

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2019/20
Project Name:	Lombard Crooked Street Paid Reservation System [NTIP Planning, Capital]
Grant Recipient:	San Francisco County Transportation Authority

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Transportation Demand Mgmt	\$200,000	\$400,000	\$0	\$600,000
PROP K: Transportation/Land Use Coordination	\$0	\$100,000	\$0	\$100,000
DISTRICT 2 ADD BACK (GENERAL FUND)	\$0	\$700,000	\$0	\$700,000
RESERVATION REVENUES	\$823,244	\$0	\$0	\$823,244
Phases in Current Request Total:	\$1,023,244	\$1,200,000	\$0	\$2,223,244

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$200,000	\$500,000	\$250,000	\$950,000
SFMTA	\$0	\$0	\$192,358	\$192,358
RESERVATION REVENUES	\$823,244	\$0	\$0	\$823,244
DISTRICT 2 ADD BACK (GENERAL FUND)	\$0	\$700,000	\$0	\$700,000
Funding Plan for Entire Project Total:	\$1,023,244	\$1,200,000	\$442,358	\$2,665,602

COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$669,758	\$227,400	Actual + Engineer's estimate/ Concept of Operations
Environmental Studies (PA&ED)	\$0	\$0	
Right of Way	\$0	\$0	
Design Engineering (PS&E)	\$0	\$0	
Construction	\$1,995,844	\$472,600	Engineer's estimate / Concept of Operations
Operations	\$0	\$0	0
Total:	\$2,665,602	\$700,000	

% Complete of Design:	30.0%
As of Date:	08/31/2019
Expected Useful Life:	7 Years

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

MAJOR LINE ITEM BUDGET - Lombard Crooked Street Paid Reservation System [NTIP Planning, Capital]

SUMMARY BY MAJOR LINE ITEM - PLANNING		
Budget Line Item	Totals	% of phase
1. Total Labor	\$ 127,400	56%
2. Legal Counsel	\$ 50,000	22%
3. Comms Contract	\$ 50,000	
TOTAL PHASE	\$ 227,400	

TOTAL LABOR COST BY AGENCY	
SFCTA	\$ 90,000
SFPlanning	\$ 5,000
SFMTA*	\$ 32,400
SFDPW	\$ -
TOTAL	\$ 127,400

*SFMTA amount is 80% labor an 20% materials for pavement striping work.

SUMMARY BY MAJOR LINE ITEM - IMPLEMENTATION (CONSTRUCTION/OPERATIONS)					
Budget Line Item	Totals	SFCTA	SFPD	SFMTA	Contractor
1. Vendor Cos					
Labor	\$ 700,000				\$ 700,000
Marketing	\$ 62,500				\$ 62,500
Equipment / Supplies	\$ 36,200				\$ 36,200
Website	\$ 45,000				\$ 45,000
Subtotal	\$ 843,700				\$ 843,700
2. Parking Control Office	\$ 502,080			\$ 502,080	
3. Signage (15@ ~\$15K eac	\$ 155,000			\$ 155,000	
4. Enforceme	\$ 150,000		\$ 150,000		
5. Insuran	\$ 25,000	\$ 25,000			
6. Leg	\$ 50,000	\$ 50,000			
7. Communications Contra	\$ 50,000	\$ 50,000			
8. Staffi	\$ 220,064	\$ 220,064			
TOTAL CONSTRUCTION PHASE	\$ 1,995,844	\$ 345,064	\$ 150,000	\$ 657,080	\$ 843,700

**SFMTA LIVABLE STREETS
Project Budget Distribution**

Job Title: Lombard Crooked Street Project (SFCTA)

Funding Source:

Project Manager: Tori Winters

Project Start Date: 8/2019

Project Completion Date: 8/2020

Index Codes:

Total Project Cost with 20% Contingency: \$ 32,400

Date: 9/20/2019

Summary of Project Costs

SUMMARY	NOTES	TOTAL
SFMTA Costs	See other sheets for itemized cost estimates.	\$ 26,964
Labor	\$ 10,298	
Striping	\$ 5,666	
Sign	\$ 11,000	
TOTAL PROJECT COST		\$ 27,000

SFMTA Planning and Design Engineering Labor*

Class	Roles	Name	Rate	Hours	Estimated Total*
5211 Senior Traffic Engineer	Final design review and sign off		\$235.85	1	\$ 236
5241 Traffic Engineer	Section design review		\$205.51	4	\$ 822
5207 Associate Engineer	Design review and revision, check drawing in and out		\$179.19	8	\$ 1,434
5288 Transportation Planner II	Project management and support for engineer		\$140.39	20	\$ 2,808
5203/5201 Assistant/Junior Engineer	Initial design, field work, legislation		\$156.22	32	\$ 4,999
					\$ -
					\$ -
TOTAL				65	\$ 10,298

* Please note that the labor charges are just an estimate. For accurate and current charges, additional information will be required.

1. The "step" of the employee. Charge are estimated to be "step 5", not all employees are at "step 5"
2. Overhead rate changes once a year. Verify that this is the current overhead rate.
3. Some employees are receiving an "acting assignment pay", which means a 5% increase in their rate
4. Current rates, by step, can be found at the DHR website, located at: <http://www.sfdhr.org/index.aspx?page=32>

Completed by: Tori Winters

9/20/2019

Reviewed by:

STRIPING RESTORATION COST ESTIMATE

DATE: 8/30/2019

SPEC:

DEPT CODE:

Computed by:

Tori Winters

Checked by:

0

Item No.	Description	Quantity	Unit	Unit Price	Extension
1	12" Crosswalk Lines / Stop Bars	0	Lin Ft	\$6.39	\$0
2	4" Broken White or Yellow	0	Lin Ft	\$1.82	\$0
3	4" Solid White or Yellow	0	Lin Ft	\$3.20	\$0
4	6" Broken White	0	Lin Ft	\$2.63	\$0
5	6" Solid White	126	Lin Ft	\$4.00	\$504
6	8" Broken White or Yellow	0	Lin Ft	\$3.60	\$0
7	8" Solid White or Yellow	200	Lin Ft	\$4.69	\$938
8	Double Yellow	160	Lin Ft	\$6.27	\$1,003
9	Two Way Left Turn Lanes (ea line)	0	Lin Ft	\$4.17	\$0
10	Raised Pavement Markers (White or Yellow)	0	Each	\$14.66	\$0
11	Per Block Fees*	0	Each	\$1,013.85	\$0
12	Messages** (see page 2)	126	Sq Ft	\$8.51	\$1,072
13	Parking Stalls (Angle Stalls or "T"s)	0	Each	\$35.25	\$0
14	Bus Zones	0	Lin Ft	\$7.76	\$0
15	a. Ped Ramp Painting (inside Metro Dist.)	0	Int.	\$382.93	\$0
16	b. Ped Ramp Painting (outside Metro Dist.)	0	Int.	\$256.50	\$0
17	Color Curb Painting	160	Lin Ft	\$10.21	\$1,634
18	Wheel Stops (4" x 6" x 48" - Rubber)	0	Each	\$309.99	\$0
19	3.5" x 5.5" x 18" Pavement Bars (concrete)	0	Bar ft	\$62.00	\$0
20	Staggered Yellow/White Continental Crosswalks (see page 3)		Lump Sum	-	\$0
21	Green Sharrow Backing - thermoplastic	0	Sq Ft	\$16.00	\$0
22	Green Bike Lane - thermoplastic	0	Sq Ft	\$16.00	\$0
23	Bike box	0	Sq Ft	\$16.00	\$0

Labor: \$4,533
Mat'ls: \$1,133

Total: \$5,151
Added 10% Contingency = \$5,666
Labor: 80%, Materials: 20%

Project
Estimate by
Date:

Lombard Crooked Street Project (SFCTA)
Tori Winters

9/20/2019

New Signs			
Quantity	Item	Unit Cost (with Labor)	Sub Total
	0 Street Name Signs	300	\$ -
	0 Street Cleaning Signs	300	\$ -
18	TANSAT	500	\$ 9,000
	0 Blue Zone Signs	300	\$ -
	0 Bike Lane Signs	300	\$ -
	0 Lane Assignments	300	\$ -
	0 Bike 8" Signals R/Y/G	174.4	\$ -
32	Safe-Hit Posts	50	\$ 1,600
	0 Extinguishable NTOR	2730	\$ -
		Total	\$ 11,000

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

MAJOR LINE ITEM BUDGET - Lombard Crooked Street Paid Reservation System
[NTIP Planning, Capital]

DETAILED LABOR COST ESTIMATE - SFCTA CONSTRUCTION-OPERATIONS					
SFCTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	Total
Deputy Director	156	\$ 118.27	\$ 2.50	\$ 296	\$ 46,125
Principal Planner	202	\$ 71.42	\$ 2.50	\$ 179	\$ 36,067
Transportation Planner	505	\$ 53.10	\$ 2.50	\$ 133	\$ 67,039
Communications Director	101	\$ 79.53	\$ 2.50	\$ 199	\$ 20,081
Senior Communications Manager	101	\$ 66.27	\$ 2.50	\$ 166	\$ 16,733
Graphic Designer	52	\$ 40.88	\$ 2.50	\$ 102	\$ 5,314
Contingency @ 15%	0	\$ -	\$ -	\$ -	\$ 28,704
Total	1,117				\$ 220,064

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2019/20
Project Name:	Lombard Crooked Street Paid Reservation System [NTIP Planning, Capital]
Grant Recipient:	San Francisco County Transportation Authority

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$700,000	Total Prop AA Requested:	\$0
Total Prop K Recommended:	\$700,000	Total Prop AA Recommended:	\$0

SGA Project Number:	143-901LC1	Name:	Lombard Street Paid Reservation System [NTIP Planning] (EP-43)
Sponsor:	San Francisco County Transportation Authority	Expiration Date:	03/31/2020
Phase:	Planning/Conceptual Engineering	Fundshare:	31.49

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	Total
PROP K EP-143	\$127,400	\$0	\$0	\$0	\$0	\$127,400

Deliverables

1. This project shall provide monthly progress reports with a summary of public outreach and feedback received in addition to the requirements specified in the Standard Grant Agreement.
2. Upon completion of environmental clearance (anticipated fall 2019), provide evidence of approved environmental document.
3. Upon adoption of business rules (anticipated February 2020), provide electronic copy.

Notes

1. We anticipate additional reporting requirements will be established through the BOS ordinance authorizing the paid reservation system and designating the operating agency.

SGA Project Number:	144-901LC2	Name:	Lombard Crooked Street Paid Reservation System [NTIP Planning] (EP-44)
Sponsor:	San Francisco County Transportation Authority	Expiration Date:	03/31/2020
Phase:	Planning/Conceptual Engineering	Fundshare:	30.22

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	Total
PROP K EP-144	\$100,000	\$0	\$0	\$0	\$0	\$100,000

Deliverables

1. See Deliverable 1 for Lombard Crooked Street Paid Reservation System [NTIP Planning] (EP-43).
2. See Deliverable 2 for Lombard Crooked Street Paid Reservation System [NTIP Planning] (EP-43).
3. See Deliverable 3 for Lombard Crooked Street Paid Reservation System [NTIP Planning] (EP-43).

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	68.51%	No Prop AA
Actual Leveraging - This Project	64.36%	No Prop AA

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2019/20
Project Name:	Lombard Crooked Street Paid Reservation System [NTIP Planning, Capital]
Grant Recipient:	San Francisco County Transportation Authority

EXPENDITURE PLAN INFORMATION

Current Prop K Request:	\$700,000
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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.

Initials of sponsor staff member verifying the above statement
RH

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Rachel Hiatt	Maria Lombardo
Title:	Principle Transportation Planner	Chief Deputy Director
Phone:	(415) 522-4809	(415) 522-4802
Email:	rachel.hiatt@sfcta.org	maria.lombardo@sfcta.org

2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
Transportation Demand Management (TDM)/Parking Management Category (EP 43)
Programming and Allocations to Date

Pending October 22, 2019 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
Carry Forward From 2014 5YPP									
SFMTA	Curb Management Strategy	PLAN/ CER	Programmed	\$200,000					\$200,000
SFMTA, Any Eligible	¹ NTIP Placeholder	CON	Programmed	\$0					\$0
Citywide TDM									
SFMTA	SF Safe Routes to Schools Program Administration	CON	Pending	\$200,000					\$200,000
SFMTA	SF Safe Routes to Schools Program Administration	CON	Programmed		\$240,000				\$240,000
SFMTA	Employer TDM Program - Placeholder	PLAN/ CER	Programmed	\$240,000					\$240,000
SFMTA	Employer TDM Program - Placeholder	PLAN/ CER	Programmed		\$140,000				\$140,000
SFMTA	Employer TDM Program - Placeholder	PLAN/ CER	Programmed			\$156,000			\$156,000
SFMTA	Residential TDM Program - Placeholder	PLAN/ CER	Programmed		\$350,000				\$350,000
SFMTA	Residential TDM Program - Placeholder	PLAN/ CER	Programmed				\$350,000		\$350,000
SFMTA	¹ Tourist TDM Program - Placeholder	PLAN/ CER	Programmed	\$0					\$0
SFMTA	Tourist TDM Program - Placeholder	PLAN/ CER	Programmed			\$130,000			\$130,000
SFMTA	Tourist TDM Program - Placeholder	PLAN/ CER	Programmed					\$65,000	\$65,000
SFE	Commuter Benefits Ordinance Update	PLAN/ CER	Programmed	\$100,610					\$100,610
SFCTA	¹ Mobility as a Service Pilot - Placeholder	ANY	Programmed	\$0	\$200,000				\$200,000
SFCTA	¹ Emerging Mobility Pilots - Placeholder	ANY	Programmed	\$70,000					\$70,000
SFCTA	TSP Evaluation Tool	PLAN/ CER	Programmed	\$80,000					\$80,000
SFCTA	TSP Evaluation Tool	PLAN/ CER	Programmed			\$80,000			\$80,000
SFCTA	TSP Evaluation Tool	PLAN/ CER	Programmed					\$40,000	\$40,000

Programming and Allocations to Date

Pending October 22, 2019 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
Demand and Pricing Management									
SFCTA, SFMTA	Demand & Pricing - Placeholder ¹	ANY	Programmed	\$0					\$0
SFCTA	Lombard Crooked Street Paid Reservation System [NTIP Capital] ¹	PLAN/ CER CON	Pending	\$600,000					\$600,000
Modal Plans									
SFCTA	ConnectSF Modal Study Follow On	PLAN/ CER	Programmed			\$300,000			\$300,000
Communities of Concern Access									
TBD	NTIP Placeholder	PS&E, CON	Programmed	\$500,000					\$500,000
Total Programmed in 2019 5YPP				\$1,990,610	\$930,000	\$666,000	\$350,000	\$105,000	\$4,041,610
Total Allocated and Pending				\$800,000	\$0	\$0	\$0	\$0	\$800,000
Total Unallocated				\$1,190,610	\$930,000	\$666,000	\$350,000	\$105,000	\$3,241,610
Total Programmed in 2019 Strategic Plan				\$1,990,610	\$930,000	\$666,000	\$350,000	\$105,000	\$4,041,610
Deobligated Funds				\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

FOOTNOTES:

¹ 5YPP Amendment to accommodate \$600,000 for Lombard Crooked Street Paid Reservation System [NTIP Capital] (Resolution 20-0XX, xx/xx/2019):

NTIP Placeholder: Reduced Carry Forward from 2014 5YPP from \$240,000 to \$0 in FY19/20.

Tourist TDM Program - Placeholder: Reduced placeholder by \$130,000 to \$0 in FY19/20. SFMTA staff has concurred with this amendment, provided TA staff agrees to support a Mobility as a Service Pilot - Placeholder: Reprogrammed \$200,000 in FY19/20 funds to FY20/21.

Demand & Pricing - Placeholder: Reprogrammed \$200,000 in FY20/21 funds to FY19/20 and reduced from \$200,000 to \$0.

Emerging Mobility Pilots - Placeholder: Reduced placeholder by \$30,000 from \$100,000 to \$70,000 in FY19/20.

Lombard Street Paid Reservation System Implementation [NTIP Capital]: Added project with \$600,000 in FY19/20.