



RESOLUTION ALLOCATING \$3,330,000 IN PROP K FUNDS, WITH CONDITIONS, TO SAN FRANCISCO PUBLIC WORKS FOR BETTER MARKET STREET 5TH TO 8TH STREET DESIGN AND BIKEWAY PILOT

WHEREAS, The Transportation Authority received a request for \$3,330,000 in Prop K Local Transportation Sales Tax funds for Better Market Street 5th to 8th Streets Design and Bikeway Pilot, as summarized in Attachments 1 and 2 and detailed in the attached allocation request form; and

WHEREAS, The request seeks funds from the Guideways–Undesignated category of the Prop K Expenditure Plan; 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 the aforementioned Expenditure Plan programmatic category; and

WHEREAS, The request is consistent with the Guideways–Undesignated 5YPP; and

WHEREAS, After reviewing the request, Transportation Authority staff recommended allocating \$3,330,000 in Prop K funds, with conditions, to San Francisco Public Works for Better Market Street 5th to 8th Streets Design and Bikeway Pilot, as described in Attachment 3 and detailed in the attached allocation request form, which includes staff recommendations for the Prop K allocation amount, required deliverables, timely use of funds requirements, special conditions, 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 2019/20 budget to cover the proposed action; and

WHEREAS, At its November 20, 2019 meeting, the Citizens Advisory Committee was briefed on the subject request and unanimously adopted a motion of support for the staff recommendation; now, therefore be it

RESOLVED, That the Transportation Authority hereby allocates \$3,330,000 in Prop K Sales Tax Funds, with conditions, to San Francisco Public Works for Better Market Street 5th to 8th Streets Design and Bikeway Pilot, as summarized in Attachment 3 and detailed in the attached allocation request form; 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 Guideways–Undesignated 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 as a condition of this authorization for expenditure, the Executive Director shall impose such terms and conditions as are necessary for the project sponsor to comply with applicable law and adopted Transportation Authority policies and execute A Standard Grant Agreement to that effect; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the project sponsor 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 Facilities–Undesignated 5YPP are hereby amended, as appropriate.

Attachments:

1. Summary of Request
2. Brief Project Description
3. Staff Recommendations
4. Prop K Allocation Summaries - FY 2019/20
5. Prop K/Prop AA Allocation Request Form (1)

Attachment 1: Summary of Request

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	22U	SFPW	Better Market Street - 5th to 8th Streets Design and Bikeway Pilot	\$ 3,330,000	\$ 18,600,000	78%	82%	Design, Construction	3, 5, 6
TOTAL				\$ 3,330,000	\$ 18,600,000	78%	82%		

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 Acronym: SFPW (San Francisco Public Works)

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 Funds Requested	Project Description
22U	SFPW	Better Market Street - 5th to 8th Streets Design and Bikeway Pilot	\$3,330,000	The Better Market Street project is comprised of various streetscape enhancements, transit capacity and reliability improvements, and state of good repair infrastructure along 2.2 miles of Market Street between Steuart Street and Octavia Boulevard. Key features include a new sidewalk-level cycle track and a F-Line loop to enable streetcars to turnaround in the mid-Market area. Requested funds are for detailed design from 5th to 8th streets (Phase 1A), which is anticipated to be complete by June 2020. The request also includes installation and evaluation of a pilot sidewalk level bikeway along the south side of Market Street between Gough and Franklin streets, which will be installed starting in March 2020 and be open for use by late July 2020.
TOTAL			\$3,330,000	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
22U	SFPW	Better Market Street - 5th to 8th Streets Design and Bikeway Pilot	\$ 3,330,000	<p>Deliverable: SFPW will present preliminary results of the bikeway pilot with the quarterly project update to the Board in Fall 2020.</p> <p align="right">Special</p> <p>Condition: The recommended allocation is contingent upon SFPW's continued compliance with quarterly project reporting on the Better Market Street project to the Transportation Authority Board, established as a condition of receiving OBAG funding.</p>
TOTAL			\$3,330,000	

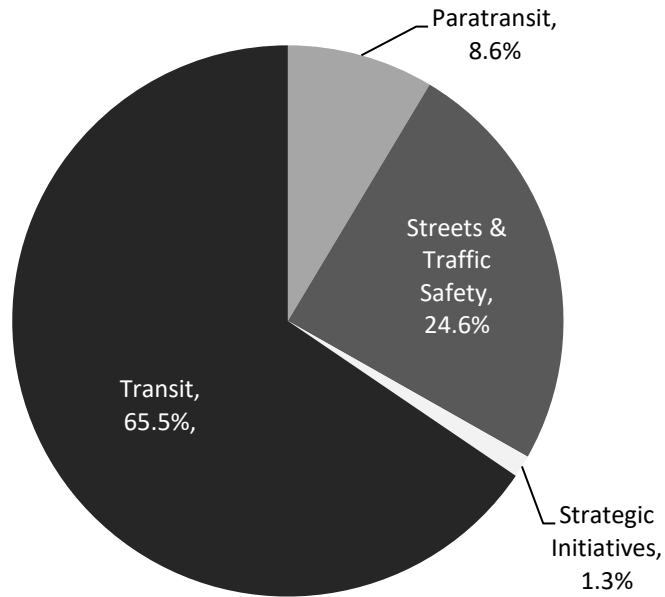
¹ See Attachment 1 for footnotes.

**Attachment 4.
Prop K and Prop AA Allocation Summaries - FY 2019/20**

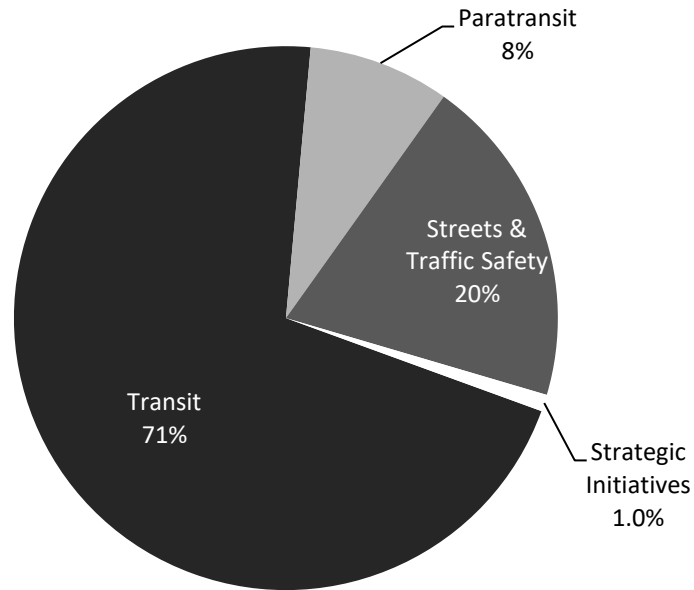
PROP K SALES TAX								
	Total	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	\$ 62,376,736	\$ 19,146,940	\$28,387,456	\$6,052,974	\$ 2,690,622	\$ 2,690,622	\$ 2,690,622	\$ 717,500
Current Request(s)	\$ 3,330,000	\$ 2,780,000	\$ 550,000	\$ -	\$ -	\$ -	\$ -	\$ -
New Total Allocations	\$ 65,706,736	\$ 21,926,940	\$ 28,937,456	\$ 6,052,974	\$ 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



San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2019/20
Project Name:	Better Market Street - 5th to 8th Streets Design and Bikeway Pilot
Grant Recipient:	Department of Public Works

EXPENDITURE PLAN INFORMATION

Prop K EP categories:	Guideways - Undesignated
Current Prop K Request:	\$3,330,000
Supervisory District(s):	District 03, District 05, District 06

REQUEST

Brief Project Description

The Better Market Street project is comprised of various streetscape enhancements, transit capacity and reliability improvements, and state of good repair infrastructure along 2.2 miles of Market Street between Steuart Street and Octavia Boulevard. Key features include a new sidewalk-level cycle track and a F-Line loop to enable streetcars to turn around in the mid-Market area. Requested funds are for detailed design from 5th to 8th streets, as well as installation and evaluation of a pilot sidewalk level bikeway along the south side of Market Street between Gough and Franklin streets.

Detailed Scope, Project Benefits and Community Outreach

Overall Project

Market Street is San Francisco's civic backbone, connecting water to hills, businesses to neighborhoods, cultural centers to recreational opportunities. The movement of people and goods, from the very earliest times, has dominated its design and use. Market Street is also San Francisco's most important transportation corridor, serving as the spine roadway within downtown San Francisco and linking the residential neighborhoods from the Twin Peaks foothills, through the Civic Center to the downtown Retail and Financial Districts.

Both the design of San Francisco's street network and its historic land use patterns have served to funnel movement, chiefly transit, to Market Street. Infrastructure investments in the 1970s and 1980s, first in the underground Bay Area Rapid Transit (BART) and Muni Metro systems, and then in the surface historic streetcar system, cemented Market Street's role as San Francisco's key transit corridor. Nearly one-third of Muni's all-day, weekday surface transit lines travel on Market Street. During the busiest hour of the day, over 100 buses and streetcars pass in each direction, transporting over 250,000 daily riders. Transit operational and on-time performance on Market Street impacts the entire Muni system – with delays and inefficiencies rippling out across San Francisco.

Market Street additionally is the Bay Area's most regionally significant rail corridor, providing underground Muni Metro light rail and BART regional rail service. The lower level BART service consists of six routes serving the San Francisco Bay Area with 420,000 average weekday daily passengers. Moreover, 2/3 of all BART trips begin or end at one of the four Market Street shared BART/Muni stations (Civic Center, Powell, Montgomery, and Embarcadero). The upper level consists of six Muni Metro light rail lines. Muni Metro is the United States' third-busiest light rail system, operating a fleet of 151 light rail vehicles (LRVs) with an average weekday ridership of 173,500 passengers.

Market Street is also San Francisco's busiest pedestrian thoroughfare, averaging 500,000 each day. Recently, Market Street also became the most popular route for bicyclists wishing to access downtown San Francisco, surpassing one million annual trips inbound to the Financial District for the first time in 2015, making it the busiest bicycling street west of the Mississippi. It is also part of San Francisco's High Injury Network developed to inform the city's efforts to achieve Vision Zero. In order to address the key challenges, five San Francisco City agencies have collaborated on a vision for a Better Market Street (BMS), which is a comprehensive program of projects to reconstruct 2.2 miles of the San Francisco's premier boulevard and most important transit corridor from Octavia Boulevard to The Embarcadero.

Phase 1A - 5th to 8th Streets

To accelerate project construction while providing time for funding to be secured for the overall project, the BMS program will be implemented in five phases. Phase 1A improvements will cover the portion of Market Street between 5th and 8th Streets and the logical tie-in points with existing infrastructure at each end. This work is located in the Central Market and Civic Center sections of Market Street. Central Market has been a neglected section of Market Street for over 50 years, and activating Central Market remains a priority.

The subject request includes \$2,230,000 to help complete funding for detailed design (currently at about 60%) of the segment along Market Street between 5th and 8th streets. Phase 1A work includes construction of sidewalk-level bicycle lanes, pavement renovation, utilities relocation and upgrades, and improvements on sidewalk; way-finding; lighting; landscaping; transit boarding islands; transit connections; and traffic signals. Phase 1A also includes new rail, track switches, and overhead contact system work between 5th to 8th streets that will allow the F-Line loop, to be built on McAllister Street and Charles J Brennan Place in Phase 1B, to connect to the existing track along Market St.

SFPW, the SFMTA, PUC and OEWD will develop a Construction Mitigation Plan during the design phase. The project team will conduct outreach in order to collect input from businesses as they develop the plan. The Plan will include outreach during construction, and there will also be a project office for businesses to request support and services.

Bikeway Pilot Implementation

In Summer 2019 the project team conducted a Bikeway Separation Study to identify a separation material to install between the bikeway and pedestrian areas of the sidewalk. The material needed to be detectable by the blind and low vision; and it needed to be at least as easy to cross as truncated domes for people with mobility disabilities. The recommended material selected from the study, trapezoidal bar, would also help deter cyclists from riding on the sidewalk.

This request also includes \$1,100,000 to implement a pilot sidewalk level bikeway along the south side of Market Street between Gough and Franklin streets that will test the recommended bikeway separation material. The recommended separation material will be installed as a pilot program that will inform the design of this and future segments.

The pilot project will be implemented at the same site as a previous pilot which tested three different levels of raised bikeway at 2", 4" and 6" from the roadway. Results from the previous pilot project showed that the separation between bikeway and roadway is most effective at 6" since cars will still encroach the bikeway at 2" and 4". The results from that pilot were adopted by the Better Market Street project and are reflected in the proposed design of a sidewalk level bikeway.

Design of the pilot project has been completed (see attachment for design drawings) and is tentatively planned to be constructed between the beginning of March 2020 and the end of July 2020. The pilot project will construct a sidewalk level asphalt bikeway with detectable ADA separation material (trapezoidal bar) recommended by the project study conducted in Summer 2019. The pilot project will also reinstall granite curb, and install an asphalt sidewalk level bikeway and new pavers on the sidewalk as proposed for the Better Market Street project. The pilot project is located in the Better Market Street project segment between Octavia Boulevard and Van Ness Avenue, which is tentatively planned for construction no earlier than 2025. The pilot will run between July 2020 and December 2020. To evaluate the pilot, SFMTA and Public Works will conduct intercept surveys and bike and pedestrian counts.

Project Location

Market Street between 5th and 8th streets, Gough to Franklin

Project Phase(s)

Design Engineering (PS&E), Construction (CON)

Justification for Multi-phase Request

As part of the design phase of Phase 1A, Public Works is proposing implementation of a near-term improvement pilot to inform the design of this and future segments.

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount

5YPP/STRATEGIC PLAN INFORMATION

Prop K 5YPP Amount:	\$3,330,000
----------------------------	-------------

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2019/20
Project Name:	Better Market Street - 5th to 8th Streets Design and Bikeway Pilot
Grant Recipient:	Department of Public Works

ENVIRONMENTAL CLEARANCE

Environmental Type:	EIR/EIS
----------------------------	---------

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering	Oct-Nov-Dec	2017	Oct-Nov-Dec	2018
Environmental Studies (PA&ED)	Jul-Aug-Sep	2015	Jan-Feb-Mar	2020
Right of Way				
Design Engineering (PS&E)	Oct-Nov-Dec	2018	Apr-May-Jun	2020
Advertise Construction	Jul-Aug-Sep	2020		
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2020		
Operations				
Open for Use			Jan-Feb-Mar	2023
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2021

SCHEDULE DETAILS

The schedule dates shown above are for Phase 1A of the Better Market Street project. In order to accelerate construction of the project, SFPW has developed a strategy involving phased design and construction, where final design for later phases continues while earlier phases are under construction. SFPW will develop schedule milestones for construction of the remainder of the corridor as funding is secured.

Environmental Approval:

Planning Commission approved the CEQA Final Environmental Impacts Report on October 10, 2019. SFPW hosted a hearing on October 11, 2019 and adopted the project and findings in a Director's Order. The SFMTA Board has approved the legislation for the full corridor on October 15, 2019. The deadline to file an appeal related to CEQA was November 11 and no appeals were submitted. NEPA approval authority has been transferred to FHWA. Caltrans is in the process of reviewing the Environmental Assessment analysis and documents. SFPW anticipates NEPA approval by end of May 2020.

Bikeway Pilot:

Between the beginning of March 2020 and the end of July 2020, SFPW anticipates installing an asphalt sidewalk level bikeway, proposed ADA pavers and granite curb, and the trapezoidal bar detectable separation material recommended in the materials study conducted in Summer 2019. The pilot sidewalk level bikeway will be installed on Market Street between Gough and Franklin streets with the pilot anticipated to run from July 2020 to December 2020.

Public Engagement and Coordination with Other Projects.

Project team has been presenting the project and design alternative to various CAC and CBD and have hosted Open Houses in June and August 2019 for community outreach. Better Market Street project has been in coordination with Safer Taylor Street and 6th Street Improvement projects since all three projects are scheduled to be constructed in the same timeframe and are geographically close in proximity.

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

FY of Allocation Action:	FY2019/20
Project Name:	Better Market Street - 5th to 8th Streets Design and Bikeway Pilot
Grant Recipient:	Department of Public Works

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Guideways - Undesignated	\$0	\$3,330,000	\$0	\$3,330,000
BART MEASURE RR	\$0	\$225,000	\$0	\$225,000
PROP A GO BOND	\$0	\$0	\$11,545,000	\$11,545,000
PUC FUNDS (E.G. WW & WTR BOND)	\$0	\$3,500,000	\$0	\$3,500,000
Phases in Current Request Total:	\$0	\$7,055,000	\$11,545,000	\$18,600,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)*

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$0	\$13,864,000	\$0	\$13,864,000
TBD (E.G. PROP A GO BOND, AHSC, SB1 LOCAL PARTNERSHIP PROGRAM COMPETITIVE)	\$38,826,600	\$0	\$0	\$38,826,600
PUC FUNDS (E.G. WW & WTR BOND)	\$36,500,000	\$3,500,000	\$0	\$40,000,000
PROP A GO BOND	\$0	\$72,123,000	\$24,623,000	\$96,746,000
OCTAVIA LAND SALES	\$0	\$0	\$3,050,000	\$3,050,000
OBAG 2	\$0	\$3,366,000	\$0	\$3,366,000
MTA OPERATING REVENUE	\$0	\$0	\$3,000,000	\$3,000,000
MARKET OCTAVIA IMPACT FEES	\$0	\$0	\$1,000,000	\$1,000,000
GENERAL FUND	\$0	\$0	\$5,100,000	\$5,100,000
BUILD (FEDERAL)	\$0	\$15,000,000	\$0	\$15,000,000
BART MEASURE RR	\$0	\$635,000	\$0	\$635,000
Funding Plan for Entire Project Total:	\$75,326,600	\$108,488,000	\$36,773,000	\$220,587,600

*Funding plan includes planning and EIR/EIS for the full corridor, 30% design for full corridor, and 100% design and construction for Phase 1A. See attached for full funding plan for all phases for the entire Better Market Street corridor.

COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$15,754,000	\$0	Actuals
Environmental Studies (PA&ED)	\$9,474,000	\$0	Actuals and Cost to Complete
Right of Way	\$0	\$0	
Design Engineering (PS&E)	\$17,500,000	\$2,230,000	10% of Construction Cost
Construction (CON)	\$177,859,600	\$1,100,000	Engineer's estimate (\$1.1 m for Pilot)
Operations	\$0	\$0	
Total:	\$220,587,600	\$3,330,000	

% Complete of Design:	60.0%
As of Date:	09/10/2019
Expected Useful Life:	50 Years

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM - DESIGN		
Budget Line Item	Totals	% of phase
1. Total Labor	\$ 17,500,000	
2. Consultant		
3. Other Direct Costs *		
4. Contingency		
TOTAL PHASE	\$ 17,500,000	

TOTAL LABOR COST BY AGENCY	
SFMTA	\$ 7,000,000
SFPW	\$ 10,500,000
TOTAL	\$ 17,500,000

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

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)					
Budget Line Item	Totals	% of contract	SFPW	SFMTA	Contractor
Roadway Work	\$ 111,000				\$ 111,000
Landscape Work*	\$ 468,000				\$ 468,000
Subtotal	\$ 579,000				\$ 579,000
Traffic Routing	\$ 174,000	30%			\$ 174,000
Mobilization	\$ 46,320	8%			\$ 46,320
Demobilization	\$ 28,950	5%			\$ 28,950
Subtotal	\$ 828,270				\$ 828,270
Construction Contingency	\$ 82,827	10%	\$ 82,827		
Total Construction Estimate	\$ 911,097				
Construction Support	\$ 188,903	21%	\$ 188,903		
TOTAL PILOT IMPLEMENTATION COST	\$ 1,100,000		\$ 271,730	\$ -	\$ 828,270

*Landscape Work includes all of the sidewalk work including granite curbs, pavers, and the bikeway separation.

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2019/20
Project Name:	Better Market Street - 5th to 8th Streets Design and Bikeway Pilot
Grant Recipient:	Department of Public Works

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$3,330,000	Total Prop AA Requested:	\$0
Total Prop K Recommended:	\$3,330,000	Total Prop AA Recommended:	\$0

SGA Project Number:		Name:	Better Market Street - Bikeway Pilot
Sponsor:	Department of Public Works	Expiration Date:	03/31/2024
Phase:	Construction	Fundshare:	17.9

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-120U	\$550,000	\$550,000	\$0	\$0	\$0	\$1,100,000

Deliverables

1. The first quarterly progress report shall include 2-3 photos of typical before conditions and data on the before conditions to support the pilot evaluation, in addition to all other requirements described in the Standard Grant Agreement (SGA). Over the course of the project, quarterly progress reports should include 2-3 photos of the bikeway pilot under construction and in use. See SGA for definitions.
2. With the progress report and quarterly project update to the Transportation Authority Board in Fall 2020, SFPW will provide preliminary results for the Bikeway pilot evaluation.
3. Upon completion, SFPW will provide an electronic copy of the results of the Bikeway Pilot evaluation.

Special Conditions

1. The recommended allocation is contingent upon SFPW's continued compliance with quarterly project reporting on the Better Market Street project to the Transportation Authority Board, established as a condition of receiving OBAG funding.

SGA Project Number:		Name:	Better Market Street - 5th to 8th Streets Design
Sponsor:	Department of Public Works	Expiration Date:	12/31/2020
Phase:	Design Engineering	Fundshare:	17.9

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-120U	\$2,230,000	\$0	\$0	\$0	\$0	\$2,230,000

Deliverables
1. With the first quarterly progress report due January 15, 2020, provide 2-3 photos of typical before conditions.
2. Upon project completion, provide evidence of completion of 100% design (e.g. copy of certifications page).
3. Upon completion, provide an updated scope, schedule, budget and funding plan for construction of Phase 1A (5th to 8th streets). This can be satisfied by submitting an allocation request for construction.
Special Conditions
1. The recommended allocation is contingent upon SFPW's continued compliance with quarterly project reporting on the Better Market Street project to the Transportation Authority Board, established as a condition of receiving OBAG funding.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	82.1%	No Prop AA
Actual Leveraging - This Project	93.71%	No Prop AA

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

FY of Allocation Action:	FY2019/20
Project Name:	Better Market Street - 5th to 8th Streets Design and Bikeway Pilot
Grant Recipient:	Department of Public Works

EXPENDITURE PLAN INFORMATION

Current Prop K Request:	\$3,330,000
--------------------------------	-------------

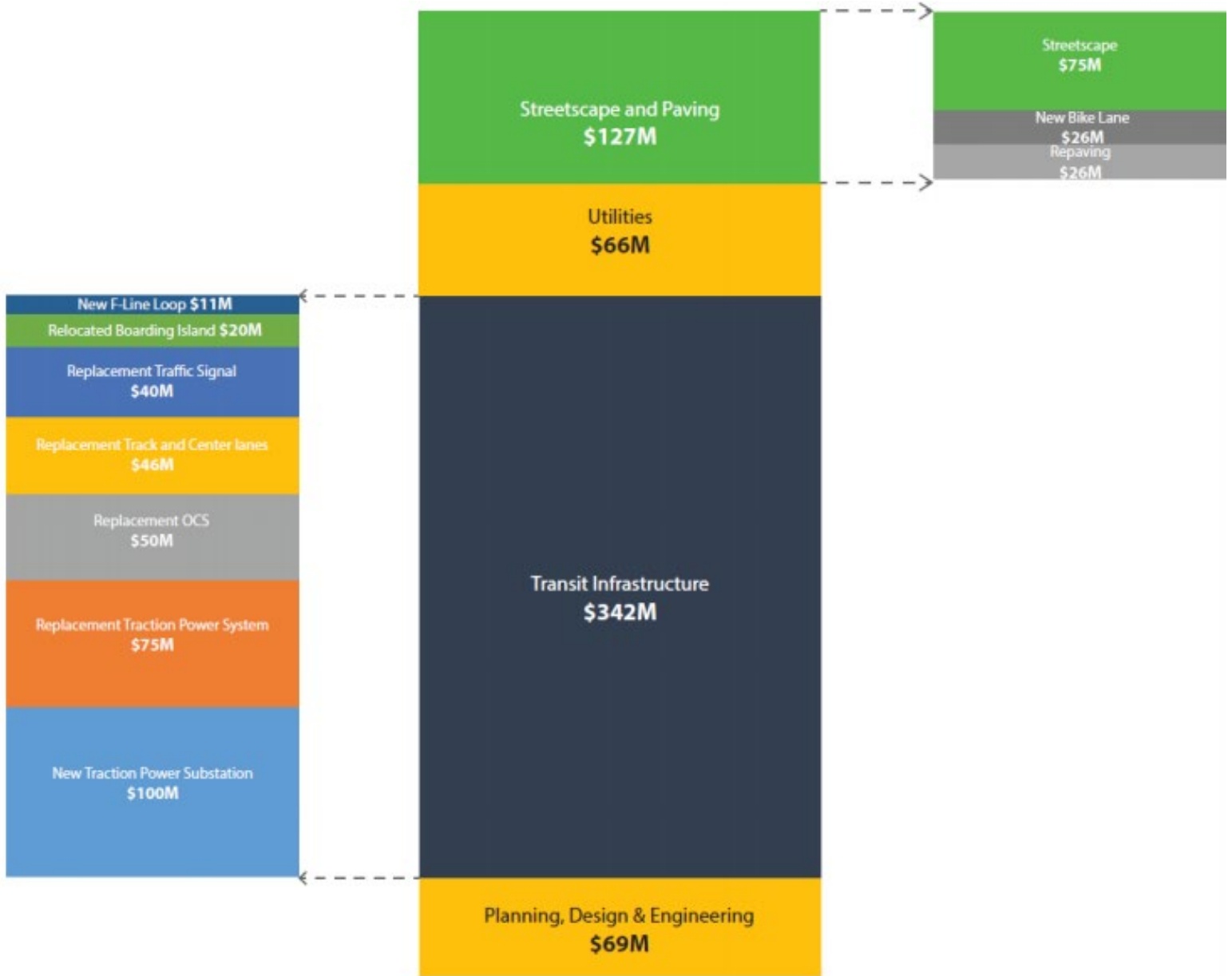
1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement
OQ

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Cristina Olea (SFDPW)	Oscar Quintanilla
Title:	Project Manager	Capital Budget Analyst
Phone:	(415) 558-4004	(415) 554-5847
Email:	cristina.c.olea@sfdpw.org	oscar.quintanilla@sfdpw.org

Attachment 2: Project Component Cost Breakdown
Based on 10% design



\$604M Cost Estimate

BETTER MARKET STREET FUNDING PLAN

ALL DOLLARS IN THOUSANDS

ENVIRONMENTAL AND PHASE 1A FUNDING

Funding Source	Status	Full Corridor Env. Review & 30% Design	Design Ph. 1A	Construction Ph. 1A	Future Phases	Total by Fund Source
General Fund	Allocated	5,100				5,100
Octavia Land Sales	Allocated	3,050				3,050
Market Octavia Impact Fees	Allocated	1,000				1,000
Transit Center Impact Fees	Allocated				2,000	2,000
Prop A GO Bond	Allocated	13,078	11,545			24,623
MTA Operating Funds	Allocated	3,000				3,000
Prop A GO Bond	Programmed			72,123		72,123
BART (8th/Grove/Hyde/Market)	Programmed		225	410		635
OBAG	Programmed			3,366		3,366
Prop K (EP 22 & 44)	Programmed		2,230	11,634		13,864
BUILD	Programmed			15,000		15,000
PUC Sewer and Water Funds	Programmed		3,500			3,500
PUC Sewer and Water Funds	Planned			36,500		36,500
TBD (e.g. MTA Bond, AHSC, LPP Competitive)	Planned			38,826		38,826
Total Identified Funding		25,228	17,500	177,859	2,000	222,587
Phase 1A Funding						220,587
Phase 1A Design + Construction Cost						195,359
Phase 1A Design + Construction Need						75,326
Project Total (All Phases)						603,720
Project Total Need (All Phases)						459,959

OTHER POTENTIAL FUNDING SOURCES

Funding Source	Funding Requested
Federal FTA 5309 (New Starts, Small Starts, Core Capacity)	
Federal FTA 5337 Fixed Guideway	
Federal BUILD	
Federal OBAG 3 (FYs 2022/23-2026/27)	
State Senate Bill (SB) 1, Cap & Trade (ATP, LPP)	
Regional Regional Measure 3 (bridge tolls): Phase 1	4,872
Regional Regional Measure 3 (bridge tolls)	20,128
Local SFMTA Prop B General Fund set-aside	
Local New Funding (vehicle license fee, bonds, sales tax, TNC tax)	
Local Prop K	
Local Transit Center Impact Fees	

Better Market Street

Project Schedule

Segment	Phase	Schedule, by Fiscal Year								
		FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
Phase 1a - 5th-8th	Design	X	X							
Phase 1a - 5th-8th	Construction			X	X					
Phase 1b - F Loop	Design		X	X						
Phase 1b - F Loop	Construction				X	X				
Segment 2	Design			X	X					
Segment 2	Construction					X	X			
Segment 3	Design					X				
Segment 3	Construction						X	X		
Segment 4	Design						X			
Segment 4	Construction							X	X	
Segment 5	Design							X		
Segment 5	Construction								X	X

Possible Segments:

Steuart St - 2nd St

2nd St - 5th St

8th St - 12th St

12th St - Octavia Boulevard



PAVING & ACCESSIBILITY

BETTER
MARKET
STREET

Better Market Street proposes new sidewalk paving that is accessible, durable and easily maintained.

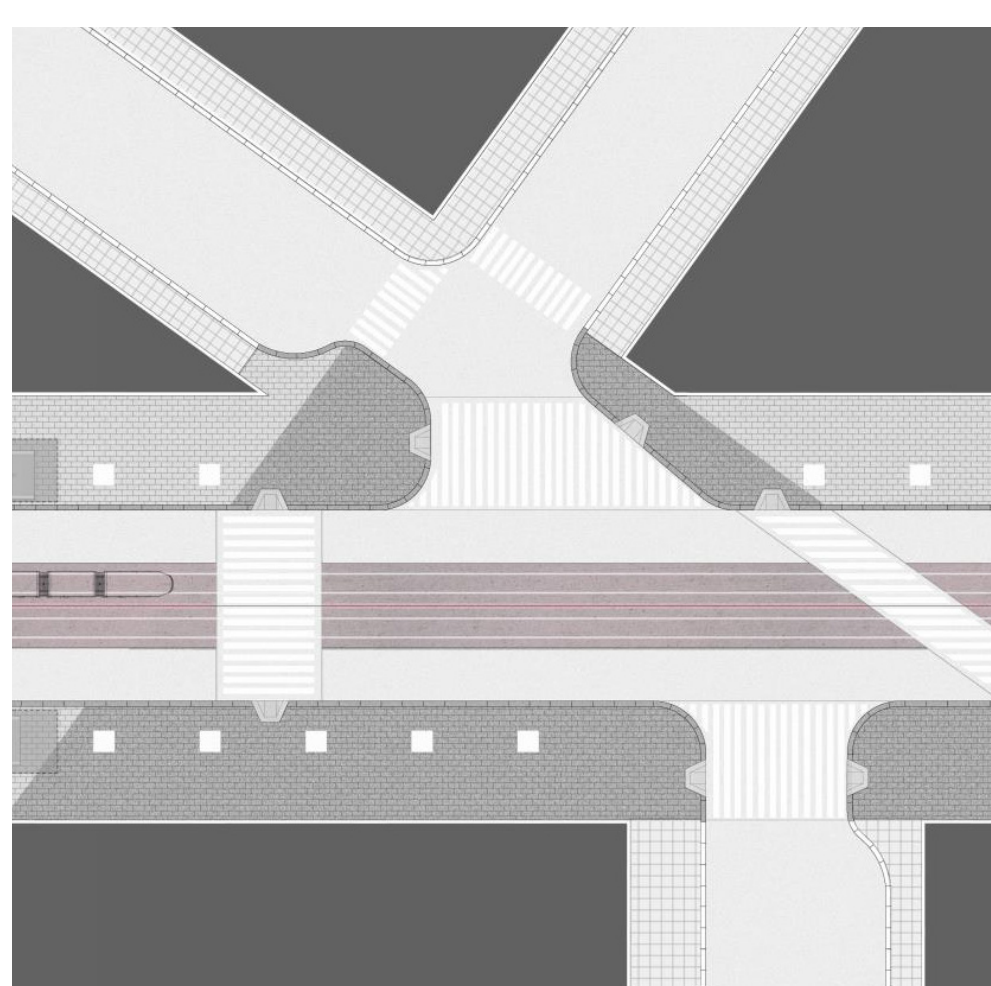
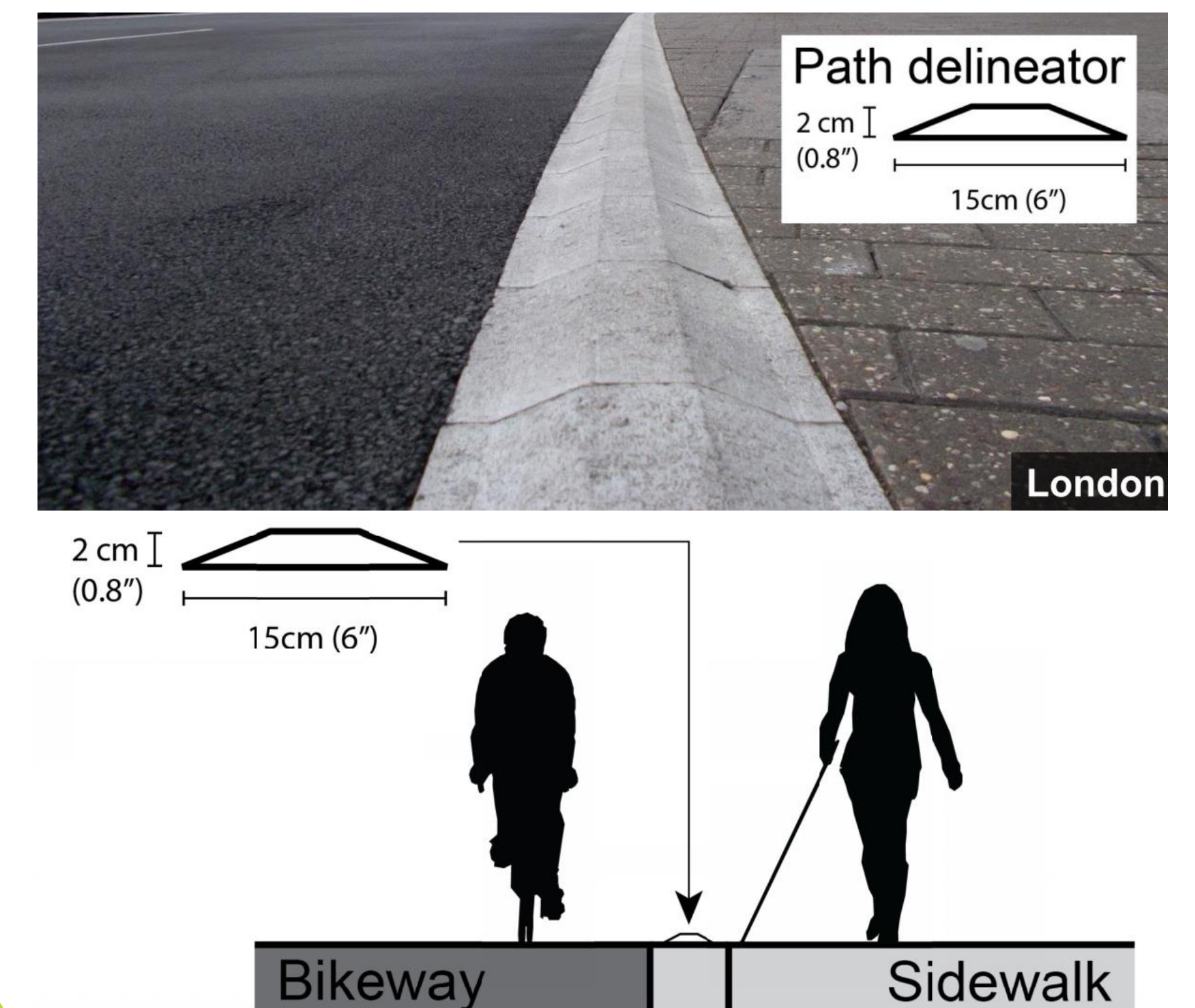
Sidewalk use zones will be delineated using variations in paving materials and the scale, proportion and color of those materials. The design of paving patterns will result in an urban design that is memorable and unique to Market Street and to San Francisco.



A Pedestrian Realm Focus Group working with the project team and the Mayor's Office on Disability, evaluated the sidewalk paving on Market Street. The resulting report recommended replacing the brick on Market Street with a safe, durable and smooth paver. And in 2018, San Francisco adopted a paving standard for city sidewalks that requires concrete pavers to have joints at least 18" apart.

A delineation zone between the pedestrian walkway and bikeway is recommended. A pilot is underway to develop a standard for this feature.

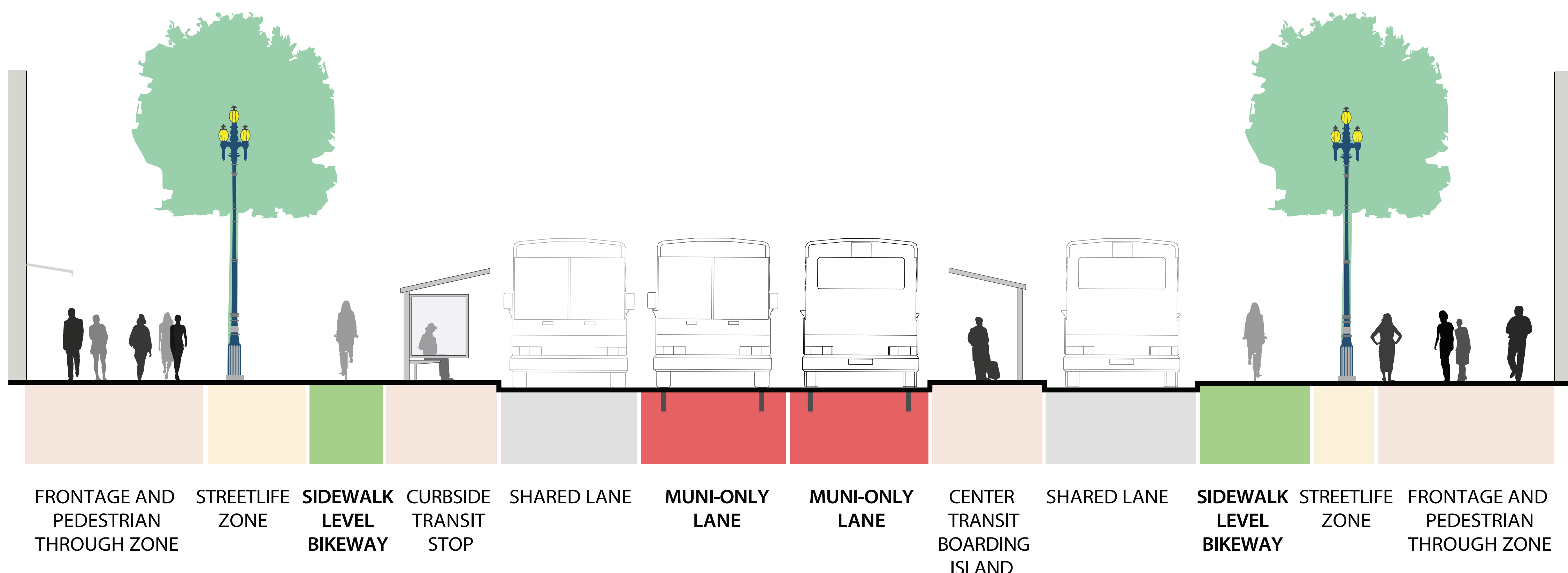
Potential Path Delineator



Market Street has uniquely oblique intersections. The sidewalk paving design will highlight this characteristic through paving color and texture.



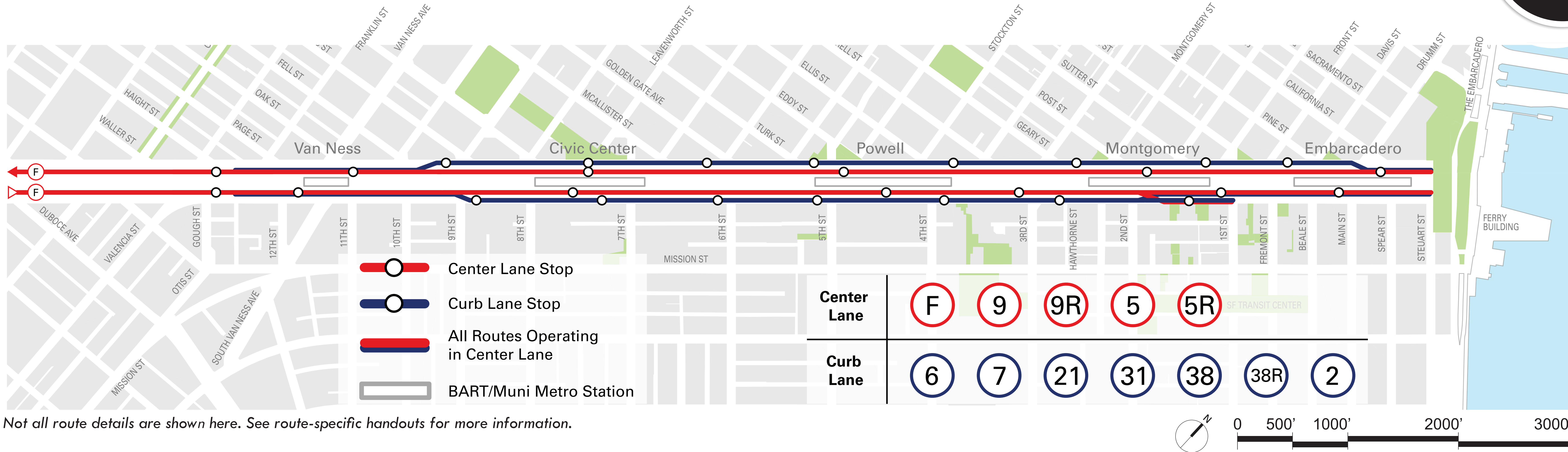
The project intends to reuse the existing granite curbs throughout the street, either as curbs or site furnishings.



FRONTAGE AND PEDESTRIAN THROUGH ZONE STREETLIFE ZONE SIDEWALK LEVEL BIKEWAY CURBSIDE TRANSIT STOP SHARED LANE MUNI-ONLY LANE MUNI-ONLY LANE CENTER TRANSIT BOARDING ISLAND SHARED LANE SIDEWALK LEVEL BIKEWAY STREETLIFE ZONE FRONTAGE AND PEDESTRIAN THROUGH ZONE



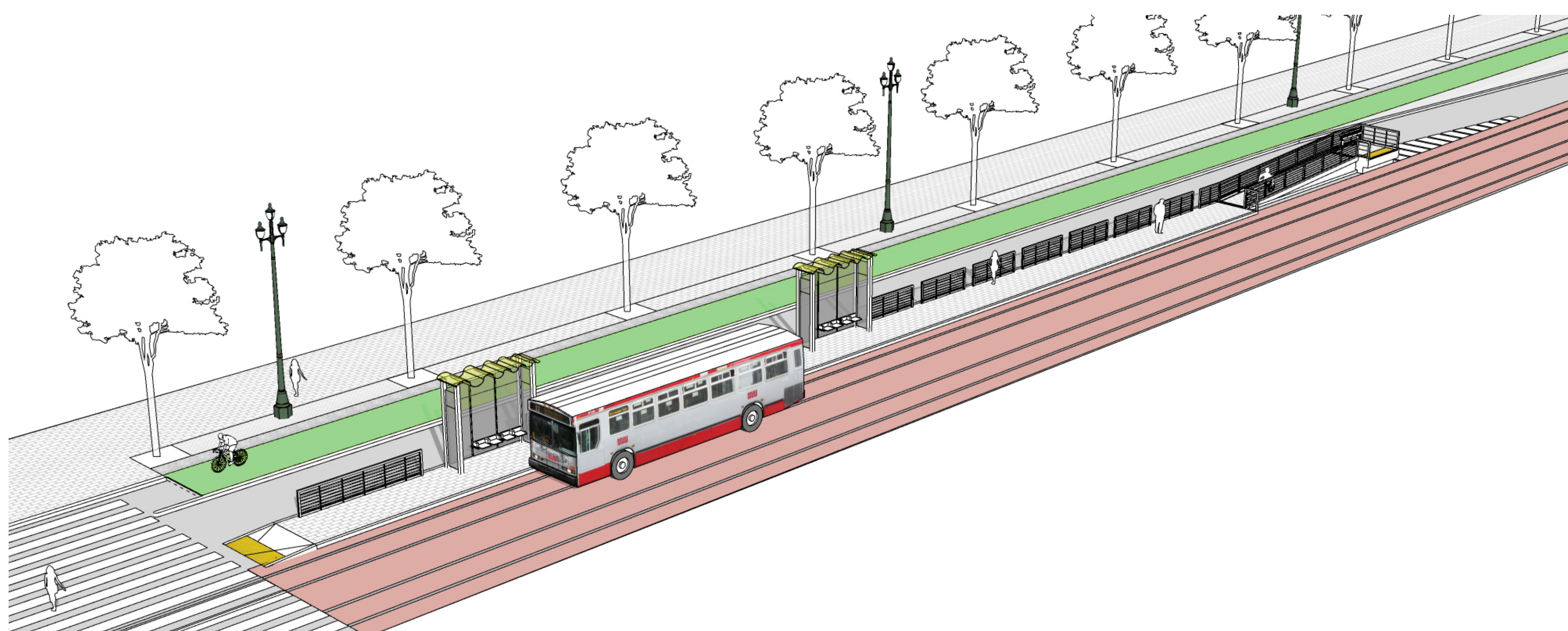
PROPOSED MUNI SERVICE



The project is expected to provide up to 25% travel time savings by changing stop spacing, reducing conflicts with bikes, and extending Muni-only lanes.

Rapid Center Lane Service:

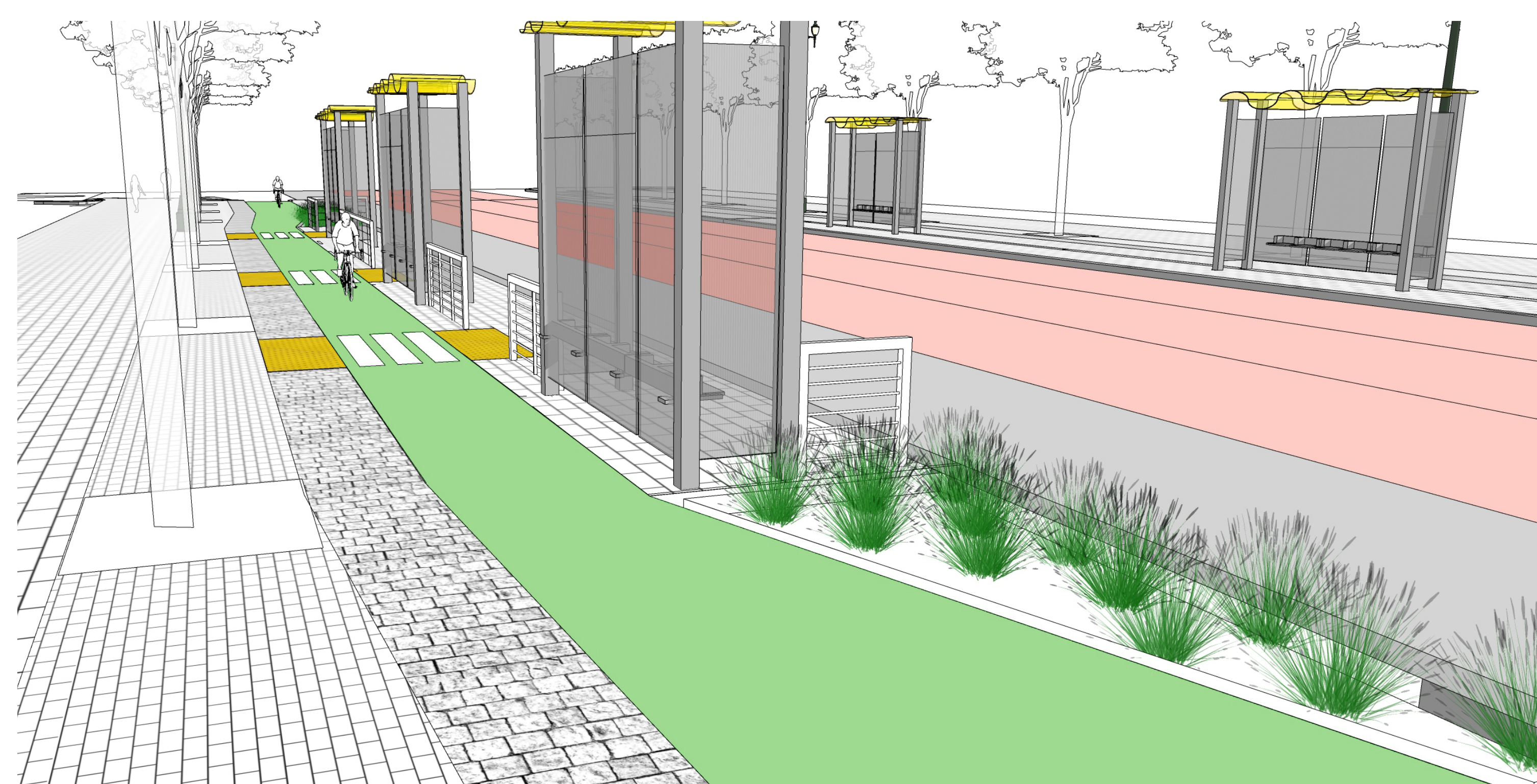
Stops located only at BART/Muni Metro stations would provide easy transfers and faster service. Transit customers would have to walk no more than two blocks to access the closest center-lane stop.



The proposed extension of the red Muni-Only lanes will keep transit moving, even during busy times on Market Street.

Maintain Curbside Local Service:

Curbside stops would remain at about every block and Civic Center would serve as a convenient transfer point for those wanting to minimize walking.



The proposed sidewalk-level bikeway will help speed up transit by reducing conflicts with people biking.

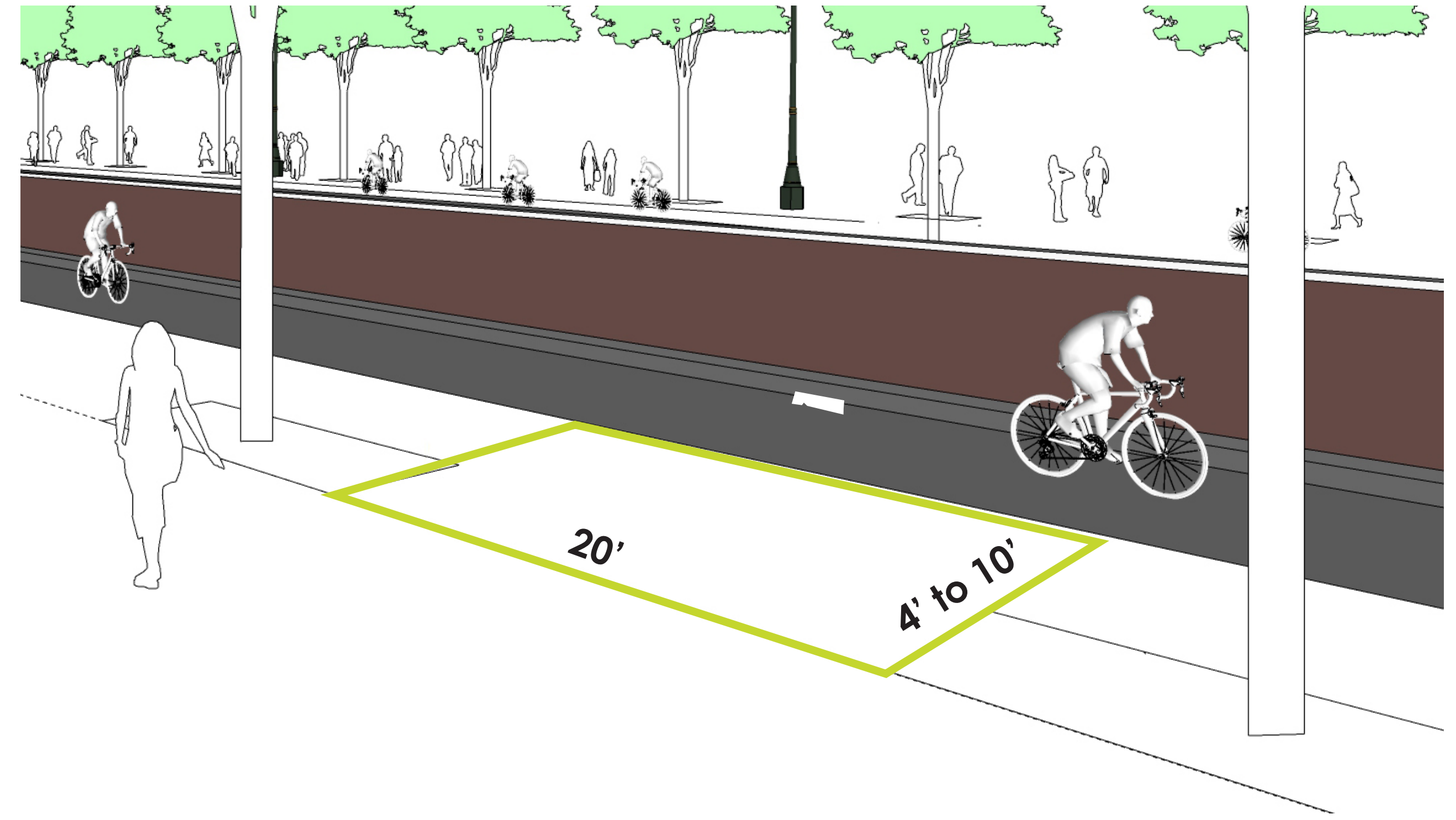


SITE FURNISHINGS: SEATING

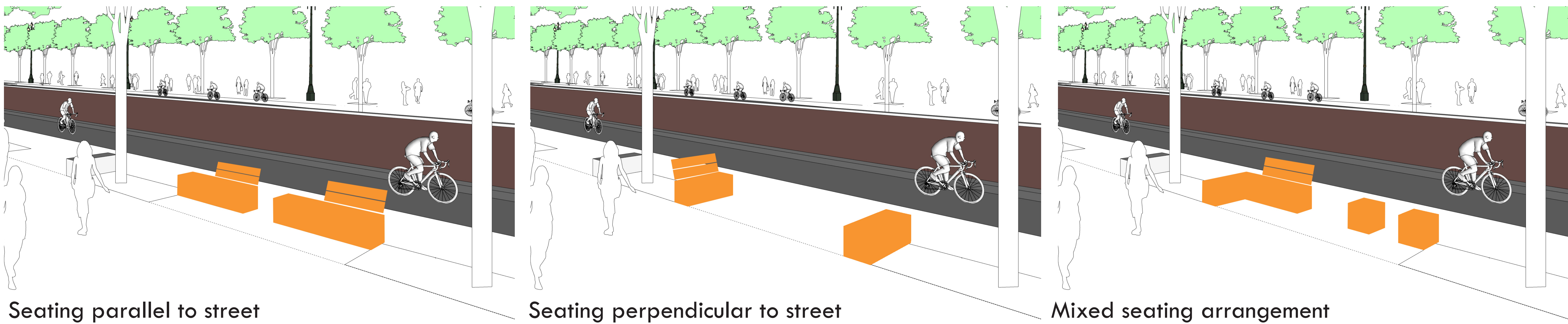
BETTER
MARKET
STREET

The furnishing zones on Market Street's sidewalks also provide the opportunity for seating, allowing people to socialize and linger. In keeping with the project's goal of sustainability, the existing Sierra White Granite curbs could be refashioned into seating elements. Alternatively, seating could be made from locally sourced or reclaimed lumber.

A 20 foot long furnishing zone can be designed and programmed to accommodate different amenities and uses to provide comfort and engagement along Market Street. The zone width varies from 4 to 10 feet.



SEATING LAYOUT There are numerous ways that seating elements could be arranged within the furnishing zone.



SEATING STYLE AND MATERIALS





SITE FURNISHINGS

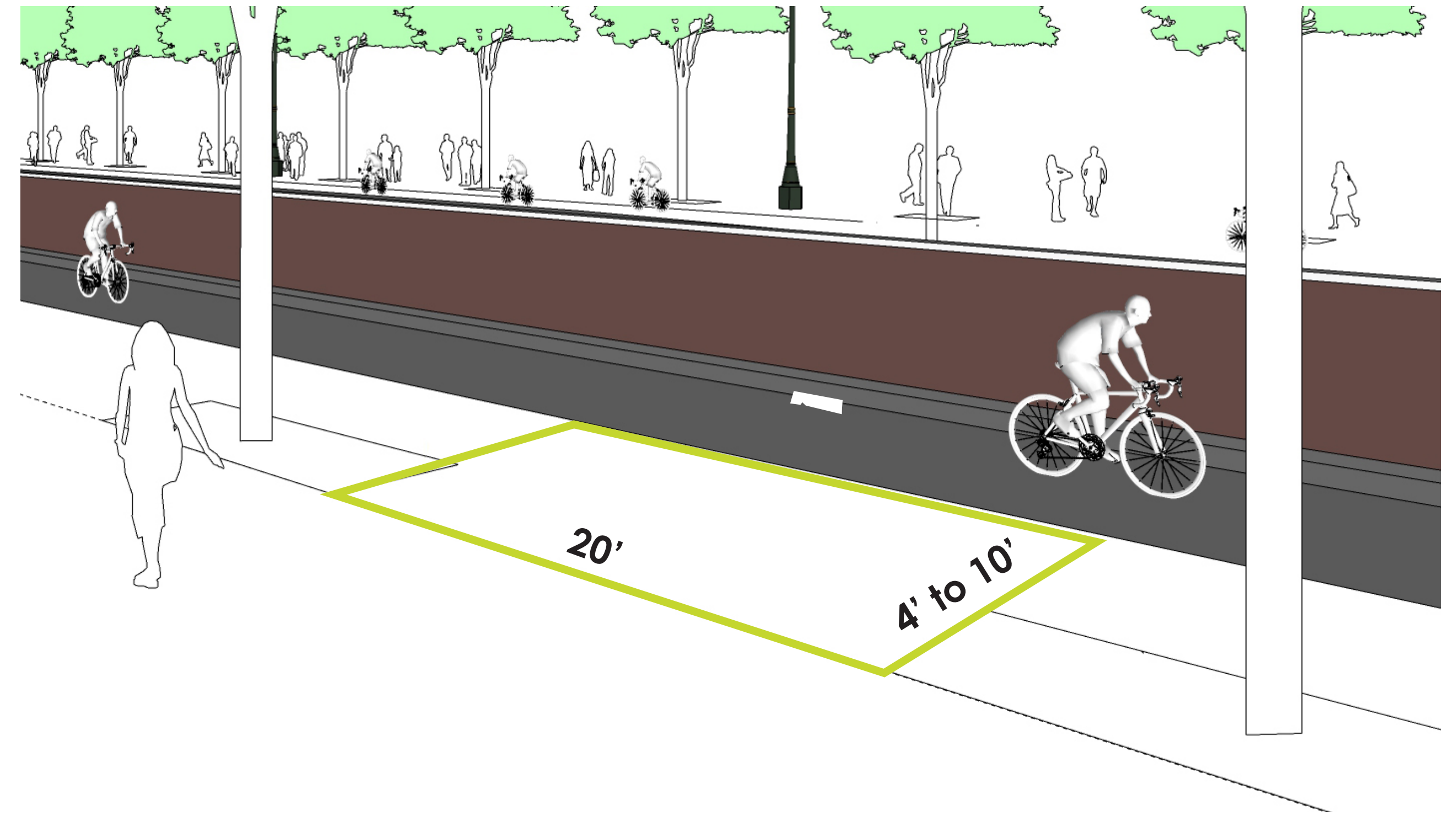
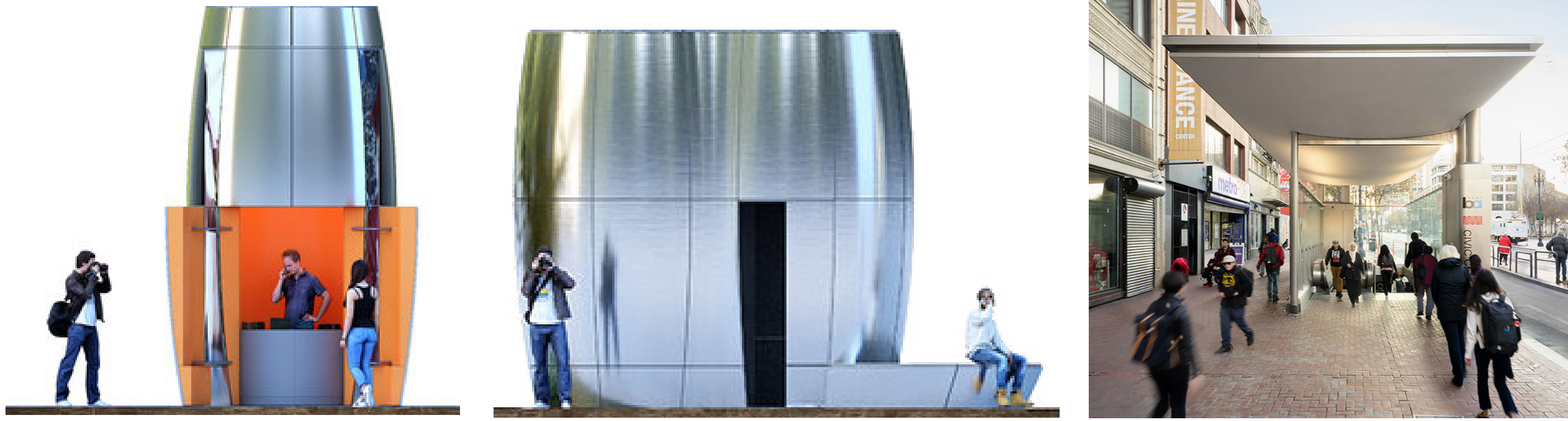
BETTER
MARKET
STREET

The furnishing zone on Market Street needs to accommodate many uses and elements, not just seating. Today, the above-ground elements give the street a haphazard and cluttered appearance. Better Market Street will streamline the site furnishings as much as possible.

A 20 foot long furnishing zone can be designed and programmed to accommodate different amenities and uses to provide comfort and engagement along Market Street. The zone width varies from 4 to 10 feet.

SITE FURNISHINGS TO COORDINATE:

Kiosks, restrooms and BART portals



SITE FURNISHINGS TO ACCOMMODATE:

Railings, bus shelters, lights, bike racks and bike amenities



Bike share, newsracks, advertising panels and trash cans



Kiosks, vendors and events



Landmarks





VEHICLE CIRCULATION

BETTER
MARKET
STREET

Proposed Private Vehicle Circulation



Proposed private vehicle restrictions on Market Street:

- Eastbound between 10th Street and Spear Street
- Westbound between Steuart Street and Van Ness Avenue

The project proposes to accommodate passenger loading by private vehicles, including Uber and Lyft, at cross street and side street passenger loading zones. The project plans to install more than 40 new passenger white zones on streets adjacent to Market Street.



What are Private Vehicles?

Personal cars, trucks, vans, scooters and motorcycles, including those operating for Uber, Lyft and similar companies



What are Commercial Vehicles?

Trucks, vans, and taxis with commercial license plates; shuttle buses with 10 or more passengers



Commercial plates have one letter and six numbers



SIDEWALK-LEVEL BIKEWAY PILOT FOR BETTER MARKET STREET PROJECT

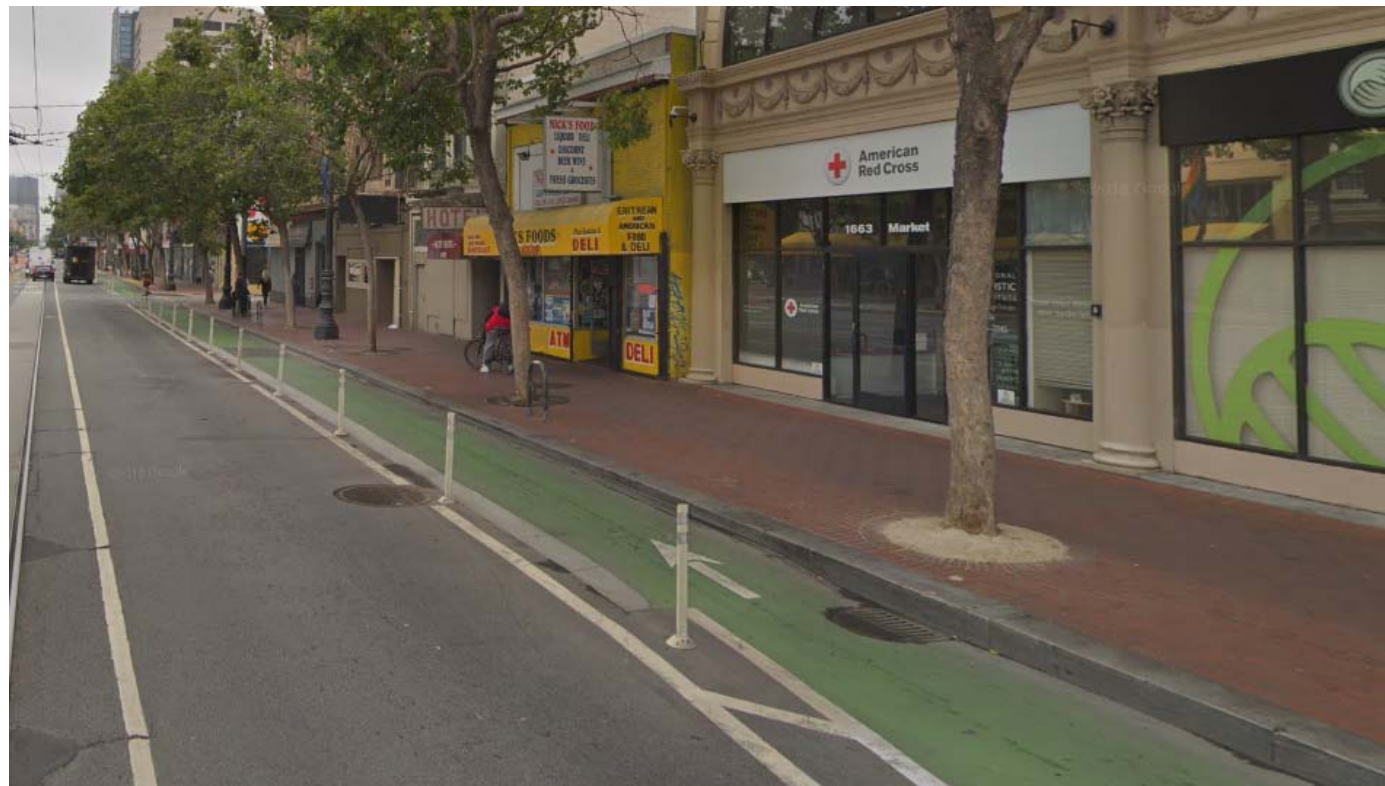
CONTRACT NO. 2752J



City and County of San Francisco
London Breed, Mayor
Mohammed Nuru, Director

Public Works
Design and Construction

John F. Thomas, P.E.
City Engineer



LOCATION MAP



NO.	DATE	DESCRIPTION	BY	APP.
TABLE OF REVISIONS				
THIS DRAWING WAS LAST MODIFIED: 09/11/19 11:31, BY: jmunoz				

REFERENCE INFORMATION
& FILE NO. OF SURVEYS



BUREAU OF
ENGINEERING
CITY & COUNTY OF SAN FRANCISCO
SAN FRANCISCO PUBLIC WORKS
30 VAN NESS AVENUE, 5TH FLOOR
SAN FRANCISCO, CA 94102 - 6028

Acting Section Mgr:	ERIC KJELSBERG	Date:	
Deputy Bureau Mgr:	FERNANDO CISNEROS		
Bureau Mgr:	PATRICK RIVERA		

DESIGNED:	J. MUNOZ	DATE:	09/19
DRAWN:	J. MUNOZ	DATE:	09/19
CHECKED:	C. YU	DATE:	09/19

SCALE:	NONE
SHEET OF SHEETS	OF







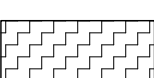












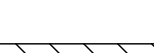
















SIDEWALK-LEVEL BIKEWAY PILOT
FOR BETTER MARKET STREET

COVER PAGE

CONTRACT NO.	2752J
DRAWING NO.	R-GO
FILE NO.	
REV. NO.	

LEGEND

ABBREVIATIONS

	APPROXIMATE AREA TO BE COLD PLANED 2-INCH FULL DEPTH OF CUT AND RESTORED WITH 2-INCH THICK MINIMUM OF ACWS. EXACT LOCATION AND DIMENSIONS TO BE DETERMINED BY THE CITY REPRESENTATIVE IN THE FIELD		TOP OF CURB OR SIDEWALK OR PAVEMENT ELEVATION	AB	ASSESSOR'S BLOCK	LE	LINE END
	APPROXIMATE AREA TO BE RECONSTRUCTED WITH 2-INCH THICK MINIMUM OF ACWS ON 8-INCH THICK CONCRETE BASE. EXACT LOCATION AND DIMENSIONS TO BE DETERMINED BY THE CITY REPRESENTATIVE IN THE FIELD		APPROXIMATE DIMENSIONS, IN FEET, OF CONCRETE BASE RECONSTRUCTION	AC	ASPHALT CONCRETE	LPHH	LOW PRESSURE HIGH HYDRANT
	12-INCH WIDE TRAPEZOIDAL DELINEATOR		SECTION/DETAIL IDENTIFICATION DRAWING NO.	ACWS	ASPHALT CONCRETE WEARING SURFACE	L1	LINE 1, ETC
	INSTALL PRECAST CONCRETE GRANITE FINISH CURB		AWNING POLE	AWSS	AUXILIARY WATER SUPPLY SYSTEM	MAX	MAXIMUM
	CONSTRUCT 6-INCH OR 14-INCH WIDE CONCRETE HEADER		BENCH MARK	BC	CURVE BEGINNING	MIN	MINIMUM
	APPROXIMATE LIMITS OF EXISTING BASEMENT BENEATH THE SIDEWALK, CURB, AND/OR ROADWAY. PRIOR TO ANY WORK THE CONTRACTOR SHALL VERIFY BASEMENT LIMITS AND NOTIFY THE CITY REPRESENTATIVE IN WRITING ANY CONFLICTS		BIKE RACK	BLDG	BUILDING	MFN	METROMEDIA FIBER OPTIC CABLE NETWORK
	EXISTING MUNI OVERHEAD CONTACT SYSTEM (OCS) WIRES		BOLLARD	BLHP	BUREAU OF LIGHT, HEAT AND POWER	MH	MANHOLE
	EXISTING CURB/GUTTER/PARKING STRIP/ISLAND		(N) CATCH BASIN	BOT	BOTTOM	MTR	METER
	APPROXIMATE LOCATION OF PROPERTY LINE		(E) CATCH BASIN TO REMAIN	BRK	GRADE BREAK	MON	MONUMENT
	CONFORM LINE		(E) CATCH BASIN TO BE ABANDONED	BSW	BACK OF SIDEWALK	(N)	NEW
	MATCH LINE		CITY MONUMENT	BVC	VERTICAL TANGENT-CURVE INTERSECT	N/A	NOT APPLICABLE
			CONDUIT	C	CURB	NO.	NUMBER
			DIRECTION OF DRAINAGE FLOW	CB	CATCH BASIN	NIC	NOT IN CONTRACT
			DOWN SPOUT	CL	CENTER LINE	NTS	NOT TO SCALE
			ELECTROLIER	CO	SANITARY SEWER CLEANOUT/VENT	OCS	OVERHEAD CONTACT SYSTEM
			FIRE HYDRANT	COMM	COMMUNICATIONS	OG	OUTSIDE GUTTER
			FIRE HYDRANT VALVE	CONC	CONCRETE	PB	PULL BOX
			GAS VALVE	CR	CURB RAMP	PC	POINT OF CURVATURE/ TANGENT-CURVE INTERSECT
			HPFS HYDRANT	C1	CURVE 1, ETC	PCC	POINT OF HORIZONTAL COMPOUND CURVE/ COMPOUND CURVE-CURVE INTERSECT
			HPFS VALVE	DT	DEPARTMENT OF TECHNOLOGY	PI	POINT OF INTERSECTION/ TANGENT-TANGENT INTERSECT
				DWG	DRAWING	PL	PROPERTY LINE
				DWY	DRIVEWAY	PRC	POINT OF HORIZONTAL REVERSE CURVE/ REVERSE CURVE-CURVE INTERSECT
				(E), EX	EXISTING	PT	POINT OF TANGENCY/ CURVE-TANGENT INTERSECT
				EA	EACH	PVI	POINT OF VERTICAL INTERSECTION
				EC	CURVE END	REF PT	REFERENCE POINT
				EL, ELEV	ELEVATION	REV	REVISION
				ENT	ENTRANCE	ROW	RIGHT-OF-WAY
				EQ	EQUAL	S, SW	SEWER
				EVC	VERTICAL CURVE-TANGENT INTERSECT	SWLK	SIDEWALK
				FA	FIRE ALARM POLE	SL	STREET LIGHTING
				FH	FIRE HYDRANT	STA	STATION
				FIG	FIGURE	TS	TRAFFIC SIGNAL
				FL	FLOW LINE	TW	TOP OF WALL
				G	GUTTER	TYP	TYPICAL
				GB	GRADE BREAK	UNK	UNKNOWN
				GR	GRATE	USPS	UNITED STATES POSTAL SERVICE
				GV	GAS VALVE	UTIL	UTILITY
				HYD	HYDRANT	WM	WATER METER
				HP	HIGH POINT	WV	WATER VALVE
				HPFH	HIGH PRESSURE FIRE HYDRANT		
				HPFS	HIGH PRESSURE FIRE SERVICE		
				IRV	IRRIGATION VALVE		
				LB	LINE BEGINNING		

95% REVIEW
NOT FOR CONSTRUCTION

NO.	DATE	DESCRIPTION	BY	APP.
TABLE OF REVISIONS				
THIS DRAWING WAS LAST MODIFIED: 09/11/19 14:38, BY: jmunoz				

REFERENCE INFORMATION & FILE NO. OF SURVEYS



BUREAU OF ENGINEERING
CITY & COUNTY OF SAN FRANCISCO
SAN FRANCISCO PUBLIC WORKS
30 VAN NESS AVENUE, 5TH FLOOR
SAN FRANCISCO, CA 94102 - 6028

Acting Section Mgr: ERIC KJELSBERG	Date:
Deputy Bureau Mgr: FERNANDO CISNEROS	DESIGNED: DATE: J. MUNOZ 09/19
Bureau Mgr: PATRICK RIVERA	DRAWN: DATE: J. MUNOZ 09/19
	CHECKED: DATE: C. YU 09/19

SCALE: NONE
SHEET OF SHEETS: OF

SIDEWALK-LEVEL BIKEWAY PILOT FOR BETTER MARKET STREET

LEGEND AND ABBREVIATIONS

CONTRACT NO. 2752J
DRAWING NO. R-G2
FILE NO.
REV. NO.

GENERAL NOTES

1. ENTERING INTO THIS CONTRACT WITH THE CITY INDICATES THAT THE CONTRACTOR HAS VISITED THE SITE, IS FAMILIAR WITH THE EXISTING CONDITIONS AND REVIEWED SAME WITH THE REQUIREMENTS OF THE CONTRACT DOCUMENTS.
2. THE CONTRACTOR IS RESPONSIBLE FOR CHECKING ALL CONTRACT DOCUMENTS AND FIELD CONDITIONS, AND FOR CONFIRMING THAT THE WORK IS BUILDABLE AS SHOWN BEFORE PROCEEDING WITH THE WORK. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING CLARIFICATION FROM THE CITY BEFORE PROCEEDING WITH THE WORK IN QUESTION OR RELATED WORK. WRITTEN DIMENSIONS SHALL GOVERN. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS PRIOR TO PROCEEDING WITH THE WORK.
3. THE CONTRACTOR SHALL VERIFY EXISTING FACILITIES IN THE FIELD, WHETHER OR NOT THEY ARE SHOWN ON THE DRAWINGS.
4. THE CONTRACTOR SHALL NOTIFY THE CITY REPRESENTATIVE IN WRITING OF CONFLICTS BETWEEN DRAWINGS PRIOR TO PROCEEDING WITH THE WORK IN QUESTION.
5. THE CONTRACTOR IS RESPONSIBLE FOR WORKING AROUND AND PROTECTING ALL EXISTING FACILITIES ADJACENT TO THE WORK AREA. THESE FACILITIES INCLUDE, BUT ARE NOT LIMITED TO, THE FOLLOWING: CABLE CAR TRACKS, TREES, LANDSCAPING, HYDRANTS AND UTILITY POLES.
6. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING ALL WORK UNDER THIS CONTRACT TO AVOID REDUNDANCY BETWEEN PAVING/CURB RAMP WORK AND SEWER AND/OR WATER WORK OR OTHER UTILITY REQUIRED TRENCH RESTORATION.
7. CONFORM LINE SHALL BE FIVE (5) FEET BEYOND THE EXTENDED PROPERTY LINE UNLESS OTHERWISE INDICATED ON THE DRAWINGS OR AS DIRECTED BY THE CITY REPRESENTATIVE.
8. THE THICKNESS OF THE NEW ASPHALT CONCRETE WEARING SURFACE (ACWS) SHALL BE TWO (2) INCHES MINIMUM UNLESS OTHERWISE INDICATED ON THE DRAWINGS OR AS DIRECTED BY THE CITY REPRESENTATIVE.
9. CURB GRADE SHALL BE SIX (6) INCHES ABOVE THE ADJACENT PAVEMENT GRADE OR GUTTER GRADE UNLESS OTHERWISE INDICATED ON THE DRAWINGS OR AS DIRECTED BY THE CITY REPRESENTATIVE.
10. WHEN EXISTING AND NEW ELEVATIONS ARE GIVEN FOR THE SAME POINT, THE CONTRACTOR SHALL CONSTRUCT TO NEW ELEVATIONS. UNLESS OTHERWISE DIRECTED BY THE CITY REPRESENTATIVE, THE EXISTING ELEVATIONS ARE FOR INFORMATION ONLY.
11. STANDARD DETAILS AND INFORMATION SHALL BE USED FOR ALL APPLICABLE CASES UNLESS OTHERWISE INDICATED.
12. CROSS SECTION CALL-OUTS ARE SHOWN ONLY ONCE ON THE DRAWINGS AND ARE TYPICAL FOR SIMILAR CONDITIONS UNLESS OTHERWISE INDICATED.
13. EXISTING CATCHBASIN GRADE SHALL BE ADJUSTED IN THE FIELD TO CONFORM TO NEW GUTTER GRADE.
14. NEW GUTTER AND/OR PARKING STRIP SHALL CONFORM TO EXISTING PAVEMENT UNLESS OTHERWISE INDICATED.
15. THE LIMITS OF SIDEWALK RECONSTRUCTION SHOWN ON THE DRAWINGS ARE APPROXIMATE. THE CONTRACTOR SHALL SAWCUT TO THE NEAREST FLAG/Joint AND MATCH THE EXISTING SCORE PATTERN UNLESS OTHERWISE INDICATED ON THE DRAWINGS OR AS DIRECTED BY THE CITY REPRESENTATIVE.
16. ALL UTILITY VAULTS AND PULL BOXES WITHIN THE SIDEWALK RECONSTRUCTION AREA SHALL BE ADJUSTED TO THE NEW GRADE.
17. FOR ALL TRAFFIC SIGNAL PULL BOXES THAT ARE ROTATED, RELOCATED OR ADJUSTED, THE CONTRACTOR SHALL CONTACT MTA TRAFFIC SIGNAL SHOP STEVE VANNUCCHI OR EDDIE TSUI AT LEAST THREE (3) DAYS PRIOR TO SETTING THE PULL BOX AT THE NEW LOCATION AND/OR GRADE. ALL WORK SHALL MEET REQUIREMENTS OF SFDPW STANDARD PLAN 87,201
18. THE 12-INCH WIDE GROOVED BORDERS (WARNING BANDS) ON CURB RAMPS SHALL NOT BE PART OF THE SLOPED RAMP AND WING SURFACES UNLESS OTHERWISE INDICATED.
19. CURB RAMPS WITH GRADE BREAKS SHALL HAVE A BACK OF CURB (BOC) ELEVATION OF 0.01 FEET HIGHER THAN THE SPECIFIED FACE OF CURB (FOC) ELEVATION. CURB RAMPS WITHOUT GRADE BREAKS SHALL HAVE A MAXIMUM BACK OF CURB (BOC) ELEVATION OF 0.04 FEET HIGHER THAN THE FACE OF CURB (FOC) ELEVATION.
20. ELEVATIONS SHOWN ON CURB RAMP DETAILS ARE MEASURED IN FEET AND ARE RELATIVE TO A LOCAL REFERENCE POINT (TOP OF FIRE HYDRANT IN MOST CASES) UNLESS OTHERWISE INDICATED.
21. ASPHALT CONCRETE PATCHING AROUND NEW GUTTERS AND/OR PARKING STRIPS AT CURB RETURNS SHALL BE CONSIDERED AS INCIDENTAL WORK TO THE CURB RAMP BID ITEM.
22. CONCRETE BASE WORK SHOWN ON CURB RAMP DETAILS MAY OVERLAP WITH THE SAME WORK SHOWN ON PAVEMENT PLANS. THE CONTRACTOR SHALL COORDINATE OVERALL PAVING WORK TO AVOID PERFORMING DUPLICATE WORK.

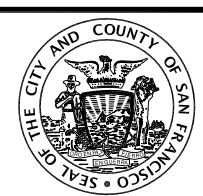
23. ANY POLES OR VERTICAL ELEMENTS INSTALLED OR RELOCATED NEAR FIRE HYDRANTS SHALL ADHERE TO THE FOLLOWING MINIMUM CLEARANCES: THE MINIMUM CLEARANCE BETWEEN A POLE OR VERTICAL ELEMENT TO A HIGH PRESSURE HYDRANT IS FIVE (5) FEET. THE MINIMUM CLEARANCE BETWEEN A POLE OR VERTICAL ELEMENT TO A LOW PRESSURE HYDRANT IS THREE (3) FEET.
24. ALL CITY MONUMENTS MUST BE PROTECTED PER STATE LAND SURVEYORS ACT. CALL THE COUNTY SURVEYOR AT 554-5833 TO REPORT ANY MONUMENTS IN DANGER OF DISTURBANCE, DESTRUCTION OR REMOVAL.
25. CONTRACTOR SHALL AVOID DAMAGING AND PROTECT IN PLACE EXISTING GRANITE CURBS. CONTRACTOR SHALL NOTIFY CITY REPRESENTATIVE OF ANY GRANITE CURB NOT IDENTIFIED ON THE PLANS TO BE RESET OR SALVAGED THAT IS IN CONFLICT WITH PROPOSED WORK.
26. EXISTING GRANITE CURB SHALL ONLY BE REPLACED WITH CONCRETE CURB ON CURVED RETURNS AND AS PART OF CURB RAMP CONSTRUCTION. EXISTING GRANITE CURB IN GOOD CONDITION SHALL BE RESET TO NEW GRADE. IF EXISTING GRANITE CURB IS DAMAGED, CONTRACTOR SHALL NOTIFY CITY REPRESENTATIVE.
27. IN THE EVENT COBBLESTONES ARE ENCOUNTERED AND TO BE REMOVED IN ANY STREET UNDER CONSTRUCTION, THE CONTRACTOR SHALL REMOVE THEM FROM THE PROJECT SITE AS CITY PROPERTY. SALVAGE, HAULING AND DELIVERY OF EXISTING COBBLESTONES TO THE DESIGNATED AREAS, FROM THE PROJECT SITE, SHALL BE DONE AS INCIDENTAL WORK.
28. IN THE EVENT GROUNDWATER WELLS ARE ENCOUNTERED IN ANY STREET UNDER CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR GROUNDWATER WELL PRESERVATION (OR DESTRUCTION, IF DESTRUCTION IS CALLED FOR). FOR PRESERVATION, THE CONTRACTOR SHALL EXERCISE CARE IN WORKING AROUND GROUNDWATER WELLS TO PREVENT DAMAGE.
29. AT THE COMPLETION OF WORK, THE CONTRACTOR SHALL REMOVE ALL MARKS, STAINS AND BLEMISHES RESULTING FROM CONSTRUCTION OPERATIONS THROUGHOUT THE CONTRACT.
30. THE CONTRACTOR SHALL PREVENT CONSTRUCTION MATERIAL, PAVEMENT, CONCRETE, EARTH, PAINTS, THINNER, SOLVENTS, AND OTHER DEBRIS OR TOXIC MATERIAL FROM ENTERING A SEWER OR SEWER STRUCTURE INCLUDING SURFACE FLOW COLLECTION SYSTEM, SUCH AS CATCHBASINS AND CULVERTS.
31. THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING PUBLIC AND PRIVATE UTILITIES FOR COORDINATION. THE FOLLOWING ARE CONTACT PHONE NUMBERS:

BLHP	STREET LIGHTS		(415) 227-8506	Streetlights@sfgwater.org
DPW	NEWS RACKS	JOSEPH THOPPIL	(415) 554-4464	
	SEWER REPAIR	CATHERINE XU	(415) 554-5346	
	STREET TREES (URBAN FORESTRY)		(415) 695-2096	
			(415) 641-2676	
DT	FIRE ALARM	MIKE DENNING	(415) 550-2718	
MTA	MUNI OVERHEAD LINES	JOHN ORKES	(415) 554-9227	
	TRAFFIC SIGNAL SHOP	CLIFFORD SMETHURST	(415) 554-9220	
	BUS SHELTERS	EDDIE TSUI	(415) 550-2742	
		GAIL STEIN	(415) 646-2308	
SFWD	BUSINESS HOURS REPAIRS		(415) 550-4965	
	NON-BUSINESS HOURS REPAIRS		(415) 550-4911	
	IDENTIFY LINES		(415) 550-4925	
AT&T		LYNN SCHUSSEL	(650) 991-5630	LS4524@att.com
		MARIA TORRES	(650) 216-2196	MT1276@att.com
		CAROL MITCHELL		CM1463@att.com
COMCAST		JEFF CASTANEDA	(415) 377-1921	Jeff_Castaneda@cable.comcast.com
		DEREK NIPPE	(415) 503-4505	
PG&E	SERVICE PLANNING	JASON BUHAGIAR	(628) 256-5013	JH28@pge.com
	CONSTRUCTION	DANA SOUZA	(415) 757-8485	D2GV@pge.com
		BILL RUSSO	(415) 695-3330	
CLEAR CHANNEL (BUS SHELTERS)		NICHOLAS FAGUNDES	(925) 518-7042	NicholasFagundes.ncs@comcast.net
		ASHLEY KIRCHNER	(510) 446-7259	AshleyKirchner.ncs@comcast.net
		MARGEUX CASILLAS		MargeauxCasillas@clearchannel.com
ZAYO/ABOVENET (MFN FACILITIES)		ALLEN LEHEW	(415) 265-3189	Allen.Lehew@zayo.com
WAVE (ASTOUND)		KEN HAWKINS	(925) 332-7806	khawkins@wavebroadband.com
USPS MAILBOXES			(415) 550-5248	

95% REVIEW
NOT FOR CONSTRUCTION

NO.	DATE	DESCRIPTION	BY	APP.
TABLE OF REVISIONS				
THIS DRAWING WAS LAST MODIFIED: 09/11/19 14:38, BY: jmunoz				

REFERENCE INFORMATION & FILE NO. OF SURVEYS



BUREAU OF ENGINEERING
CITY & COUNTY OF SAN FRANCISCO
SAN FRANCISCO PUBLIC WORKS
30 VAN NESS AVENUE, 5TH FLOOR
SAN FRANCISCO, CA 94102 - 6028

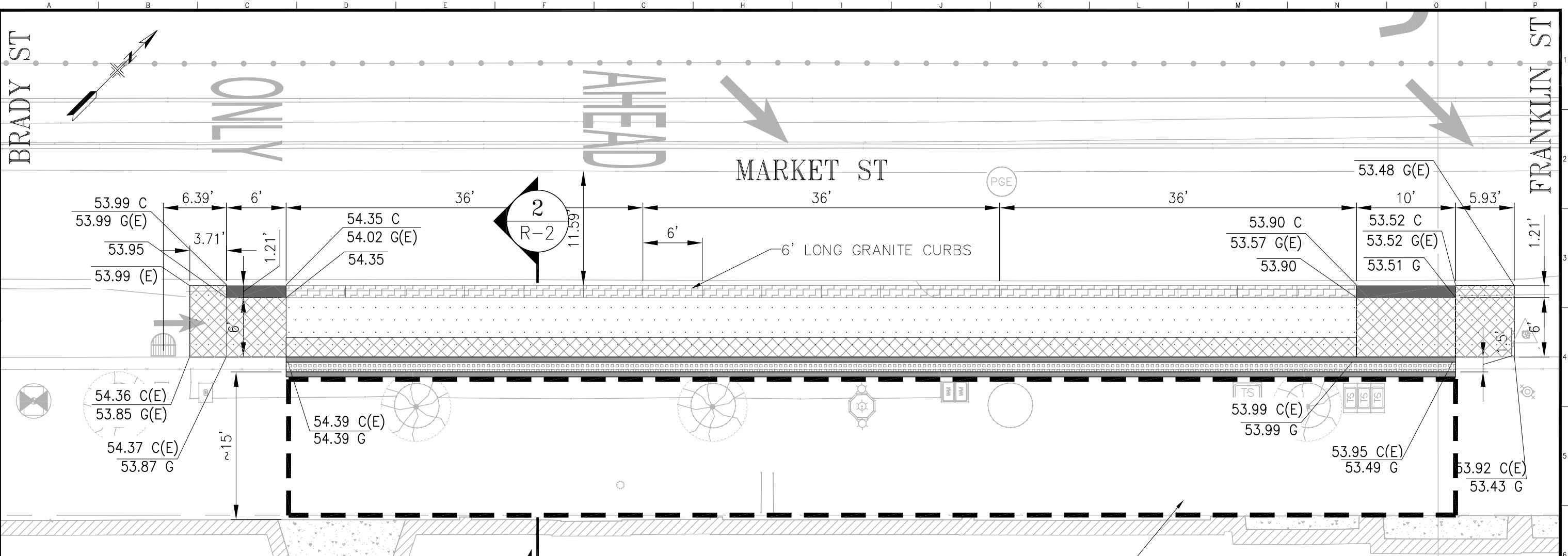
Acting Section Mgr:	ERIC KJELSBERG
Deputy Bureau Mgr:	FERNANDO CISNEROS
Bureau Mgr:	PATRICK RIVERA

Date:	DESIGNED: DATE:
	J. MUNOZ 09/19
	DRAWN: DATE:
	J. MUNOZ 09/19
	CHECKED: DATE:
	C. YU 09/19

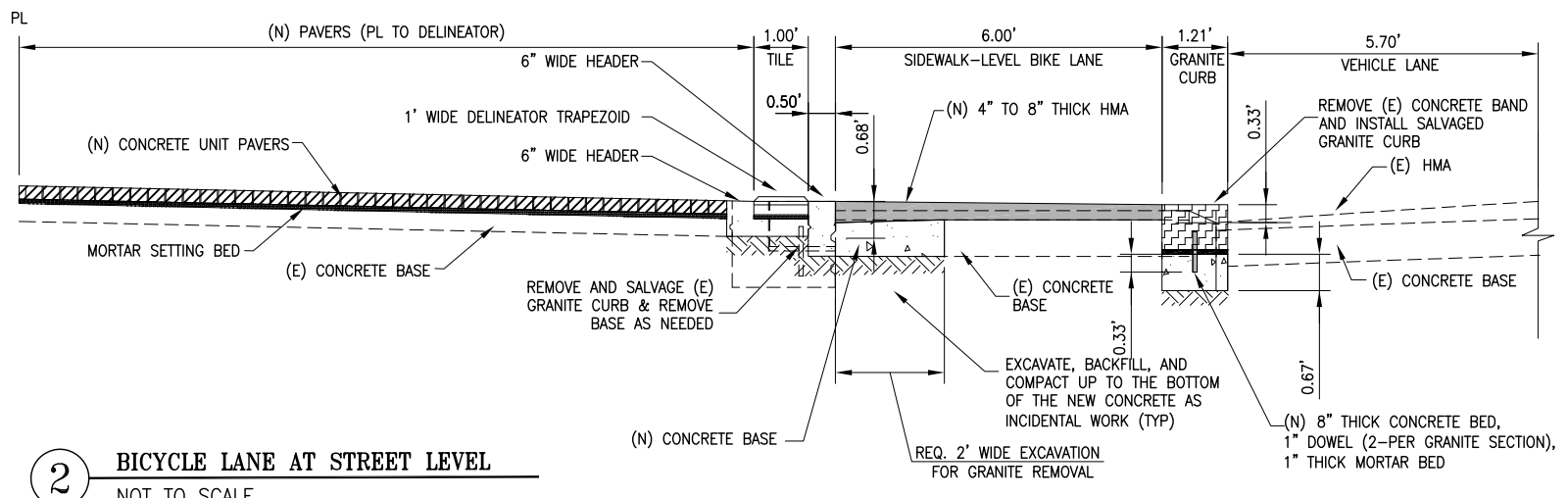
SCALE:
NONE
SHEET OF SHEETS
OF

SIDEWALK-LEVEL BIKEWAY PILOT FOR BETTER MARKET STREET
GENERAL NOTES

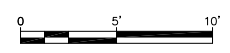
CONTRACT NO. 2752J
DRAWING NO. R-G3
FILE NO.
REV. NO.



REFER TO CROSS SECTION AND LANDSCAPE PLANS FOR SIDEWALK DETAILS



2 BICYCLE LANE AT STREET LEVEL
NOT TO SCALE



95% REVIEW
NOT FOR CONSTRUCTION

26 of 26

NO.	DATE	DESCRIPTION	BY	APP.
TABLE OF REVISIONS				
THIS DRAWING WAS LAST MODIFIED: 09/11/19 09:51, BY: jmunoz				

REFERENCE INFORMATION & FILE NO. OF SURVEYS



BUREAU OF ENGINEERING
CITY & COUNTY OF SAN FRANCISCO
SAN FRANCISCO PUBLIC WORKS
30 VAN NESS AVENUE, 5TH FLOOR
SAN FRANCISCO, CA 94102 - 6028

Acting Section Mgr: ERIC KJELSBERG
Deputy Bureau Mgr: FERNANDO CISNEROS
Bureau Mgr: PATRICK RIVERA

Date: DESIGNED: DATE: **J. MUNOZ 09/19**
DRAWN: DATE: **J. MUNOZ 09/19**
CHECKED: DATE: **C. YU 09/19**

SCALE:
1" = 5'
SHEET OF SHEETS
OF

SIDEWALK-LEVEL BIKEWAY PILOT FOR BETTER MARKET STREET
MARKET STREET FROM BRADY STREET TO FRANKLIN STREET
DESIGN DETAIL AND CROSS SECTION

CONTRACT NO. 2752J
DRAWING NO. R-2
FILE NO.
REV. NO.

Drawing Path: S:\SH\Josef\Sidewalk-Bikeway Pilot\Plans\15-77 MARKET ST TOPO1 - Standard\15-77 MARKET ST TOPO1.dwg
 Plot Time: Wed, 11 Sep 2019 - 11:22am
 Dimension Scale: 10
 Model Units: Feet
 Measurement Units are English
 Xrefs: S:\SH\Josef\Sidewalk-Bikeway Pilot\Plans\15-77 MARKET ST TOPO1 - Standard\15-77 MARKET ST TOPO1.dwg
 V:\dms\cst\cas\boa\BOEFILCS\Draw\SH\Josef\Sidewalk-Bikeway Pilot\Plans\15-77 MARKET ST TOPO1.dwg
 V:\2752J_Better_Market_Street_V2_Design\ESH\Working_Drawings\02_DESIGN_XREF\Utility_Composite\2752J_UTIL_COMP_E.dwg



Memorandum

AGENDA ITEM 5

DATE: November 27, 2019

TO: Transportation Authority Board

FROM: Eric Cordoba - Deputy Director for Capital Projects
Anna LaForte - Deputy Director for Policy and Programming

SUBJECT: 12/10/19 Board Meeting: Allocate \$3,330,000 in Prop K Sales Tax Funds, with Conditions, to San Francisco Public Works for Better Market Street 5th to 8th Streets Design and Bikeway Pilot

RECOMMENDATION Information Action

Allocate \$3,330,000 in Prop K funds, with conditions to San Francisco Public Works (SFPW) for Better Market Street (BMS) 5th to 8th Street Design and Bikeway Pilot

SUMMARY

Led by SFPW, the BMS project is comprised of various streetscape enhancements, transit capacity and reliability improvements, and state of good repair infrastructure work along a 2.2-mile stretch of Market Street between Steuart Street and Octavia Boulevard. It includes construction of sidewalk-level bicycle lanes, pavement renovation, utilities relocation and upgrades, turn restrictions implementation, and improvements on sidewalk; way-finding; lighting; landscaping; transit boarding islands; transit connections; and traffic signals. The preliminary cost estimate for all phases of the project is \$604 million. SFPW has developed a proposed phasing plan that could enable construction of Phase 1A (the segment between 5th and 8th streets) to start in late 2020, pending funding availability. Last month, relevant city agencies took the required CEQA approval actions. The 30-day appeal period ended on November 12 and no appeals were filed. The subject request includes \$1.1 million for installation and evaluation of a pilot sidewalk level bikeway along the south side of Market Street between Gough and Franklin streets. The remaining \$2.23 million is to complete design of Phase 1A. The current estimated Phase 1A construction cost is \$178 million, a \$51 million increase from the previous estimate of \$127 million. The project team is seeking funding to fill a \$35 million gap in construction funds.

- Fund Allocation
- Fund Programming
- Policy/Legislation
- Plan/Study
- Capital Project Oversight/Delivery
- Budget/Finance
- Contract/Agreement
- Other: _____



DISCUSSION

BACKGROUND.

OBAG Reporting Condition: As a condition of receiving OBAG funds, all project sponsors are required to provide quarterly progress reports to the Transportation Authority through our grants portal to assist with project delivery oversight and compliance with OBAG timely-use-of-funds requirements. In addition, the Board action programming OBAG funds to the BMS project required SFPW to provide quarterly reports and semi-annual updates on the project to the Board, addressing any changes in project schedule and cost, in particular.

BMS: Market Street is San Francisco's premier boulevard and an important local and regional transit corridor. The BMS project will completely reconstruct 2.2 miles of the corridor, from Steuart Street to Octavia Boulevard. It is a multi-modal project that includes among other features, a new sidewalk-level cycle track, pavement renovation, landscaping, Muni track replacement and a new F-Line loop that would enable the streetcars to turnaround along McAllister Street and Charles J. Brenham Place, providing increased operational flexibility.

To support its role as a transit, bike, and pedestrian corridor, the BMS project will prohibit the entry of vehicles on Market Street between Steuart and 9th streets, in the westbound direction, and Market Street between 10th and Main streets, in the eastbound direction, except for buses, taxis, bicycles, commercial vehicles, and emergency vehicles. BMS will also prohibit vehicle entry on Market Street between 9th and 12th streets, in the westbound direction, and between 12th and 11th streets, in the eastbound direction, except for Muni, AC transit, taxis, bicycles, and emergency vehicles. The intent of these changes is to allow space on Market Street to be allocated for pedestrians and bicyclists, thereby improving safety and health, prioritizing transit modes, providing for loading to support adjacent land uses, and improving Market Street as a civic space.

Although not part of the BMS project, the project team is coordinating with BART on its efforts to construct escalator canopies at BART/Muni entrances and to perform state of good repair work on BART ventilation grates.

In addition to its transportation-focused goals supporting the City's Transit First and Vision Zero policies, the project is also intended to help revitalize Market Street as the City's premier pedestrian boulevard.

The BMS project is a partnership between SFPW, which is the lead agency, the Transportation Authority, the San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Utilities Commission (SFPUC), and the Planning Department, which is leading the environmental review.



STATUS AND KEY ACTIVITIES.

Environmental Clearance and Preliminary Engineering.

BMS completed environmental review under the California Environmental Quality Act (CEQA) but is still undergoing environmental review under the National Environmental Policy Act (NEPA). The San Francisco Planning Department issued the Draft Environmental Impacts Report for public circulation on February 27, 2019. The Planning Department accepted comments on the Draft EIR through April 15, 2019, and the Planning Commission held a public hearing on the Draft EIR on April 4, 2019. The project team received 59 comments from public agencies, organizations, and individual persons, which were primarily focused on transportation, including transit stops/bus boarding islands, loading, and vehicle access. The Planning Department prepared a response to comments received on environmental issues, and made minor text changes to the Draft EIR in a Responses to Comments document published on September 23, 2019. The San Francisco Planning Commission, on October 10, 2019, certified the Final EIR and found that the contents of the report and the procedures through which the report was prepared, publicized, and reviewed complied with the provisions of CEQA. The 30-day appeal period ended at 5:00pm on November 12, 2019. No appeal was filed.

SFPW approved the project with the western variant and adopted the CEQA Findings, including a statement of overriding considerations, and the Mitigation Measure and Reporting Program on October 11, 2019. The SFMTA Board of Directors, on October 15, 2019, adopted the BMS Final EIR CEQA findings as its own, including the mitigation measures.

Project Phasing, Quick Build Auto Restrictions and Bikeway Pilot.

Project Phasing. Large projects such as BMS often are implemented in phases due to funding availability (both timing and amount) and a desire to minimize construction impacts and disruptions. The project team has identified Phase 1 as Market Street between 5th and 8th streets and is currently working on the detailed design for this phase. Phase 1 is further divided into Phase 1A, the full suite of improvements planned for BMS on the segment extending from 5th to 8th streets, and Phase 1B, the aforementioned F-Loop.

Pending funding availability, SFPW is proposing a phasing plan for design and construction that could allow them to advertise Phase 1A construction in Fall 2020 and begin construction by late 2020.

Quick Build Auto Restrictions. SFMTA may implement auto restrictions on Market Street as a quick-build enhancement starting in Spring 2020 to increase safety on this High Injury Network street. Quick-build projects are reversible, adjustable traffic safety improvements that can be installed relatively quickly. The quick-build portion, if implemented, will prohibit



cars on eastbound Market Street between 10th to Main Street, and on westbound Market Street from The Embarcadero to 11th Street.

Bikeway Separation Study and Pilot. In summer 2019, the BMS team finished conducting a research study with people with mobility disabilities and people with visual disabilities to identify detectable tactile material that will be used for separation between bike lanes and pedestrian area as part of the proposal for sidewalk-level bikeway on the project. The study evaluated six different materials and the trapezoidal bar was recommended for implementation in the BMS project. This separation material is intended to improve safety for pedestrians with disabilities, and also help deter bicyclists from riding in the pedestrian zone. Although the team completed the materials study, they are still working on the report. The subject Prop K allocation request would fund installation of a pilot project on Market Street between Gough and Franklin streets in Spring 2020 to install asphalt sidewalk level bikeway, proposed ADA pavers and granite curb, and the detectable separation material recommended in the study. The pilot will include a before and after study and the results will be used to inform design of Phase 1A, along with the rest of the BMS project.

Project Schedule.

SFPW anticipates completion of final design for Phase 1A in Spring 2020 to allow advertisement for construction services in Fall 2020. Under this schedule, Phase 1A construction could start in late 2020, subject to full funding availability. Construction is anticipated to last until early 2023. This schedule also assumes NEPA certification in summer 2020.

A proposed schedule for design and implementation of the remaining segments of the BMS project is included as in the enclosed allocation request form. This schedule also assumes NEPA certification summer 2020 and is subject to funding availability.

As part of the July progress report update, we flagged that SFPW was concerned about schedule implications if the FTA were to take over as NEPA lead since FHWA had been lead to date. The potential change issue arose when the project was granted a \$15 million federal BUILD grant, administered by the FTA, for the new F-Loop streetcar turnaround. With the help of an OBAG fund exchange approved by the Board earlier this year, SFPW reports that this schedule risk has been eliminated as FHWA is the confirmed NEPA lead for the BMS project, including the F-Loop.

Project Cost and Funding.

The current estimated construction cost for Phase 1A is \$178 million which represents a \$51 million increase from the previous estimate of \$127 million, not including the F- Loop streetcar turnaround along McAllister Street and Charles J. Brenham Place in Phase 1B.

SFPW estimates Phase 1A construction cost of \$178 million and has committed funding from BART Measure RR, the federal BUILD grant program, OBAG, Prop K, and SFMTA's Prop A General Obligation bond. The project still needs to secure construction funding of \$36.5



million from SFPUC for utility works and an additional \$35.3 million in construction funding remains unidentified. The project team has identified additional Prop A General Obligation bond revenues as one potential fund source. The total Phase 1A cost, including soft costs, is \$220 million.

The total project cost estimate for all phases of the BMS project, based on 10% design, is \$604 million. Like most projects of this size at this stage of development, BMS has a significant funding gap which very little funding identified beyond Phase 1A. SFPW expects this estimate to change as detailed design of each construction phase progresses and as costs are updated to reflect escalation once schedule milestones are more certain. A significant portion of the total project cost represents state of good repair and infrastructure renewal work that would be required regardless of the BMS project.

Current Issues and Risks.

The BMS Project team is actively considering potential risks to the project scope, schedule, budget, and funding as the Phase 1A final design stages advance. The project team has potholed each block of Phase 1A to identify underground utilities and sub-sidewalk basements. Coordination with utility companies is on-going. When the BART tunnels were originally constructed under Market Street, BART developed detailed utility maps, thus there may be fewer utility conflicts and surprises when digging up and replacing sewer and water lines.

Larger trends also have the potential to impact the BMS project. A competitive construction environment exists across the Bay Area, resulting in construction bids on projects exceeding estimates developed in a slower market by close to 30%. Project cost engineers are aware of these challenges, and will be using the most up-to-date bids when developing the 100% cost estimate early next year. The project is not fully funded, and the shortfall may impact the schedule.

FINANCIAL IMPACT

The recommended action would allocate \$3,330,000 in Prop K funds. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedule contained in the attached Allocation Request Form.

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 allocation and cash flow amount 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 November 20, 2019 meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Summary of Request Received
- Attachment 2 - Project Description
- Attachment 3 - Staff Recommendation
- Attachment 4 - Prop K Allocation Summary - FY 2019/20
- Attachment 5 - Allocation Request Form