



RESOLUTION ALLOCATING \$11,634,000 IN PROP K SALES TAX FUNDS, WITH CONDITIONS,  
TO SAN FRANCISCO PUBLIC WORKS FOR BETTER MARKET STREET - 5<sup>th</sup> to 8<sup>th</sup> STREETS

WHEREAS, The Transportation Authority received a request for a total of \$11,634,000 in Prop K local transportation sales tax, as summarized in Attachments 1 and 2 and detailed in the enclosed allocation request form; and

WHEREAS, The request seeks funds from the Transportation/Land Use Coordination and Guideways - Undesignated Prop K Expenditure Plan categories; 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 request is consistent with the relevant 5YPPs; and

WHEREAS, After reviewing the request, Transportation Authority staff recommended allocating a total of \$11,634,000 in Prop K funds, with conditions, to San Francisco Public Works for Better Market Street - 5<sup>th</sup> to 8<sup>th</sup> Streets, as described in Attachment 3 and detailed in the enclosed allocation request form, which include staff recommendations for the Prop K amount, 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 2020/21 budget to cover the proposed actions; now, therefore be it

RESOLVED, That the Transportation Authority hereby allocates \$11,634,000 in Prop K funds, with conditions, to San Francisco Public Works for Better Market Street - 5<sup>th</sup> to 8<sup>th</sup> Streets, as summarized in Attachment 3 and detailed in the attached 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 Plans, 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 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 relevant 5YPPs are hereby amended, as appropriate.

Attachments:

1. Summary of Requests Received
2. Brief Project Descriptions
3. Staff Recommendations
4. Prop K Allocation Summaries - FY 2020/21
5. Allocation Request Form

# Attachment 1: Summary of Requests Received

Source	EP Line No./ Category <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
						Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>		
Prop K	22U, 44	SFPW	Better Market Street - 5th to 8th Streets	\$ 11,634,000	\$ 99,795,241	90%	88%	Construction	3, 6
<b>TOTAL</b>				<b>\$ 11,634,000</b>	<b>\$ 99,795,241</b>	90%	88%		

## Footnotes

<sup>1</sup> "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) or the Traffic Congestion Mitigation Tax (TNC Tax) category referenced in the Program Guidelines.

<sup>2</sup> Acronyms: SFPW (San Francisco Public Works)

<sup>3</sup> "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%.

<sup>4</sup> "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 <sup>1</sup>**

<b>EP Line No./ Category</b>	<b>Project Sponsor</b>	<b>Project Name</b>	<b>Prop K Funds Requested</b>	<b>Project Description</b>
22U, 44	SFPW	Better Market Street - 5th to 8th Streets	\$ 11,634,000	The Better Market Street project is comprised of various streetscape enhancements, transit capacity and reliability improvements, and state of good repair infrastructure on Market Street between Steuart Street and Octavia Boulevard. Requested funds are for Phase 1 construction, the segment of Market St between 5th and 8th streets. Improvements include ADA compliant transit boarding islands, larger traffic signals to improve safety, replacing aging signal and track infrastructure, a shared curb lane for cyclists, and pedestrian and bicycle safety measures such as wider curb ramps and speed tables. SFPW anticipates that the project will be open for use by September 2023.
<b>TOTAL</b>			<b>\$11,634,000</b>	

<sup>1</sup> See Attachment 1 for footnotes.

**Attachment 3: Staff Recommendations <sup>1</sup>**

<b>EP Line No./ Category</b>	<b>Project Sponsor</b>	<b>Project Name</b>	<b>Prop K Funds Recommended</b>	<b>Recommendations</b>
22U, 44	SFPW	Better Market Street - 5th to 8th Streets	\$ 11,634,000	<p><b>Deliverable:</b> With the next regular quarterly project reporting to the Board (May 2021), SFPW staff will present the Construction Mitigation Plan.</p> <p><b>Special Condition:</b> 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 One Bay Area Grant (OBAG) funding.</p>
<b>TOTAL</b>			<b>\$ 11,634,000</b>	

<sup>1</sup> See Attachment 1 for footnotes.

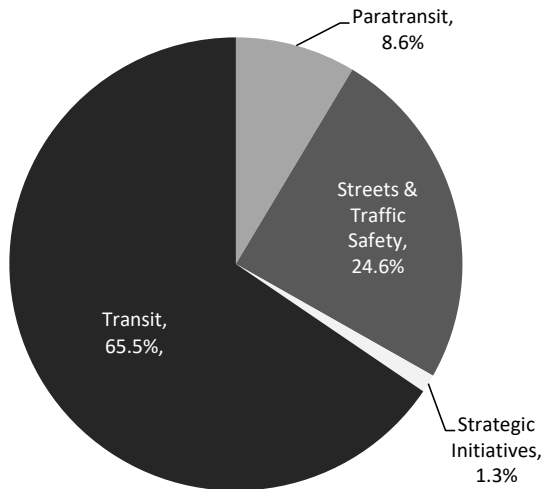
**Attachment 4.  
Prop K Allocation Summary - FY2020/21**

**PROP K SALES TAX**

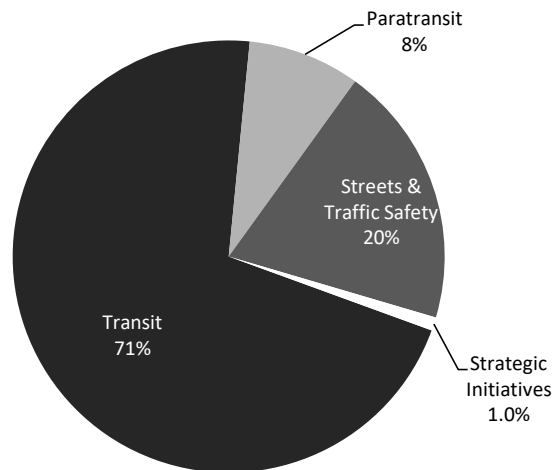
<b>FY2020/21</b>	<b>Total</b>	<b>FY 2020/21</b>	<b>FY 2021/22</b>	<b>FY 2022/23</b>	<b>FY 2023/24</b>	<b>FY 2024/25</b>	<b>FY 2025/26</b>
Prior Allocations	\$ 63,590,477	\$ 18,720,002	\$ 27,733,065	\$ 15,014,335	\$ 1,707,118	\$ 415,957	\$ -
Current Request(s)	\$ 11,634,000	\$ -	\$ 1,745,100	\$ 5,235,300	\$ 4,653,600	\$ -	\$ -
New Total Allocations	\$ 75,224,477	\$ 18,720,002	\$ 29,478,165	\$ 20,249,635	\$ 6,360,718	\$ 415,957	\$ -

the current recommended allocation(s).

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



**Prop K Investments To Date**

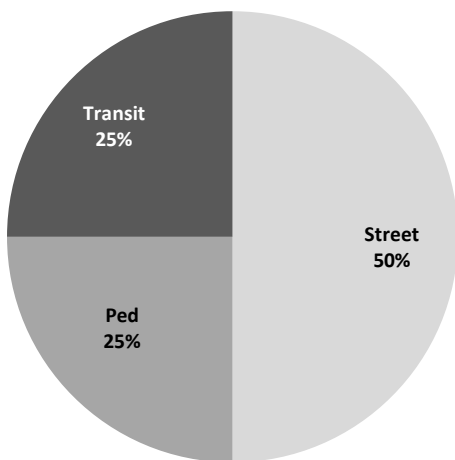


**PROP AA VEHICLE REGISTRATION FEE**

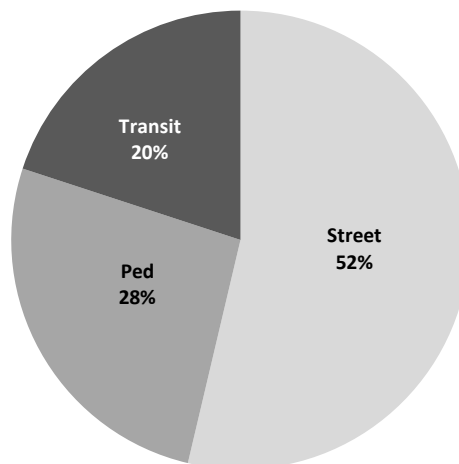
<b>FY2020/21</b>	<b>Total</b>	<b>FY 2020/21</b>	<b>FY 2021/22</b>	<b>FY 2022/23</b>	<b>FY 2023/24</b>	<b>FY 2024/25</b>
Prior Allocations	\$ 5,086,429	\$ 2,732,401	\$ 2,354,029	\$ -	\$ -	\$ -
Current Request(s)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
New Total Allocations	\$ 5,086,429	\$ 2,732,401	\$ 2,354,029	\$ -	\$ -	\$ -

recommended allocation(s).

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



**Prop AA Investments To Date**



# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2020/21
<b>Project Name:</b>	Better Market Street - 5th to 8th Streets
<b>Grant Recipient:</b>	Department of Public Works

### EXPENDITURE PLAN INFORMATION

<b>Prop K EP categories:</b>	Guideways - Undesignated, Transportation/Land Use Coordination
<b>Current Prop K Request:</b>	\$11,634,000
<b>Supervisory District(s):</b>	District 03, 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 Market Street between Steuart Street and Octavia Boulevard. Requested funds are for Phase 1 construction, the segment of Market St between 5th and 8th streets. Improvements include ADA compliant transit boarding islands, larger traffic signals to improve safety, replace aging signal and track infrastructure, a shared curb lane for cyclists, and pedestrian and bicycle safety measures such as wider curb ramps and speed tables.

#### Detailed Scope, Project Benefits and Community Outreach

Market Street is San Francisco's premier boulevard and an important local and regional transit corridor. The Better Market Street (BMS) project includes 2.2 miles of the corridor, from Steuart Street to Octavia Boulevard. It is a multi-modal project that includes among other features, bike lanes, 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. 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. 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.

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 led the environmental review.

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 1 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 Prop K request leverages over \$20 million in state and federal funding for construction of the segment along Market Street between 5th and 8th streets.

Phase 1 work includes:

- Construction of ADA compliant transit boarding islands that are safer and fully accessible
- Repaving the roadway to make it safer and smoother for all users and replacing worn-down rails
- Repairing sidewalk defects to reduce tripping hazards
- Building wider curb ramps at all crosswalk locations
- A shared curb lane for cyclists, with improvements such as a painted buffer and double-sharrow treatments to provide additional capacity for cyclists given the higher than anticipated volumes since Market Street became car-free
- Speed tables to enhance bike safety

- Installing new 12" traffic signals, in place of the existing 8" signals, that meet current standards and improve visibility and safety
- Replacing aging signal infrastructure, and
- Creating multiple new passenger and commercial loading zones on the cross streets to provide safe loading and unloading

The BMS project team worked to prioritize essential scope for Phase 1 to reduce project costs and help close the funding gap; minimize construction impacts to businesses; maintain ADA compliant access for pedestrians; provide additional capacity for cyclists; and allow for commercial deliveries. With this, the new Phase 1 scope will maintain the curb line and there will be delays to sidewalk replacement, the Path of Gold streetlight pole replacement and other utility relocations. The planned shared curb lanes will be reserved for bicyclists, paratransit, taxis and commercial vehicles. Loading restrictions in the morning and evening peak commute hours will continue to limit delivery vehicles and conflicts during the busiest times on Market Street and the project team anticipates 75% fewer vehicles in the curb lane with the new car-free Market Street and new transit service plan. The project team plans to replace some water and sewer pipes that have reached the end of their design life and reline others to extend their life and will also replace the overhead catenary system, traction power systems that provide electricity to vehicles, and switches.

The F-line loop streetcar turnaround along McAllister Street, Charles J. Brenham Place, and Market Street between McAllister and Charles J. Brenham is Phase 2. The phasing for the remainder of the corridor will be determined as funding becomes available.

SFPW, SFMTA, SFPUC and the Mayor's Office of Economic and Workforce Development are in the process of developing a Construction Mitigation Plan, which will be finalized by April 2021. The project team will establish a committee to advise on the needs of businesses, and conduct outreach in order to collect input from businesses as they develop the Plan. The Plan will include outreach during construction.

The BMS project team performed six rounds of outreach, with the latest round in November 2020. The team presented design changes to the public at two virtual open houses in November 2020 (on November 4 and November 9) and to various stakeholders between November and December 2020. The BMS project team also conducted a public survey from November to early December and received 388 responses.

#### **Project Location**

Market St, between 5th St and 8th St

#### **Project Phase(s)**

Construction (CON)

### **5YPP/STRATEGIC PLAN INFORMATION**

<b>Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?</b>	Named Project
<b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>	Greater than Programmed Amount
<b>Prop K 5YPP Amount:</b>	\$11,634,000
<b>Justification for Necessary Amendment</b>	
Request includes \$1 million in Prop K funds de-obligated from the Better Market Street - Bikeway Pilot, which was not delivered due to a redesign effort to shift to a curb lane instead of a sidewalk level bikeway.	



# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2020/21
<b>Project Name:</b>	Better Market Street - 5th to 8th Streets
<b>Grant Recipient:</b>	Department of Public Works

### ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	EIR/EIS
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### PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Oct-Nov-Dec	2017	Oct-Nov-Dec	2018
Environmental Studies (PA&ED)	Jul-Aug-Sep	2015	Jul-Aug-Sep	2020
Right of Way				
Design Engineering (PS&E)	Oct-Nov-Dec	2018	Jan-Feb-Mar	2021
Advertise Construction	Jan-Feb-Mar	2021		
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2021		
Operations (OP)				
Open for Use			Jul-Aug-Sep	2023
Project Completion (means last eligible expenditure)			Jul-Aug-Sep	2024

### SCHEDULE DETAILS

#### Timely Use of Funds Deadlines

#### BUILD:

- Obligation: September 2020
- Construction start date: May 10, 2021
- Begin Invoicing: June 21, 2021
- Substantial Construction Completion and Open to Traffic: March 29, 2024
- Funds Expended: By September 30, 2025

#### OBAG:

- Obligation: By January 31, 2021
- Construction advertisement: 3 months after obligation (by April 30, 2021)
- Construction Award: 6 months after obligation (by July 31, 2021)
- Invoice: Due 6 months after obligation (by July 31, 2021) with a reimbursement within 9 months of obligation (by October 31, 2021), then quarterly thereafter.

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2020/21
<b>Project Name:</b>	Better Market Street - 5th to 8th Streets
<b>Grant Recipient:</b>	Department of Public Works

### FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Guideways - Undesignated	\$0	\$10,384,000	\$0	\$10,384,000
PROP K: Transportation/Land Use Coordination	\$0	\$1,250,000	\$0	\$1,250,000
AHSC GRANT	\$0	\$2,699,907	\$0	\$2,699,907
BART MEASURE RR	\$0	\$3,020,284	\$0	\$3,020,284
BUILD GRANT	\$0	\$0	\$15,000,000	\$15,000,000
OBAG GRANT	\$0	\$0	\$3,366,000	\$3,366,000
PROP A GO BOND	\$0	\$41,809,958	\$0	\$41,809,958
REPURPOSED FEDERAL EARMARK	\$0	\$70,627	\$0	\$70,627
SFPUC FUNDS	\$0	\$22,194,465	\$0	\$22,194,465
<b>Phases in Current Request Total:</b>	<b>\$0</b>	<b>\$81,429,241</b>	<b>\$18,366,000</b>	<b>\$99,795,241</b>

### FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$0	\$11,634,000	\$2,230,000	\$13,864,000
TSP SUSTAINABILITY FEE	\$0	\$0	\$1,355,400	\$1,355,400
SFPUC FUNDS	\$0	\$22,194,465	\$2,100,000	\$24,294,465
REPURPOSED FEDERAL EARMARK	\$0	\$70,627	\$0	\$70,627
PROP A GO BOND	\$0	\$41,809,958	\$27,601,900	\$69,411,858
OCTAVIA PARCEL FUNDS	\$0	\$0	\$3,050,000	\$3,050,000
OBAG GRANT	\$0	\$0	\$3,366,000	\$3,366,000
GENERAL FUND	\$0	\$0	\$5,161,200	\$5,161,200
DEVELOPER IMPACT FEES	\$0	\$0	\$1,500,000	\$1,500,000
BUILD GRANT	\$0	\$0	\$15,000,000	\$15,000,000

## FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
BART MEASURE RR	\$0	\$3,020,284	\$225,000	\$3,245,284
AHSC GRANT	\$0	\$2,699,907	\$0	\$2,699,907
<b>Funding Plan for Entire Project Total:</b>	<b>\$0</b>	<b>\$81,429,241</b>	<b>\$61,589,500</b>	<b>\$143,018,741</b>

## COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$22,671,200	\$0	Actual Costs
Environmental Studies (PA&ED)	\$0	\$0	
Right of Way	\$0	\$0	
Design Engineering (PS&E)	\$20,552,300	\$0	Actual cost and cost to complete
Construction (CON)	\$99,795,241	\$11,634,000	Based on 95% Engineer's Estimate
Operations (OP)	\$0	\$0	
<b>Total:</b>	<b>\$143,018,741</b>	<b>\$11,634,000</b>	

<b>% Complete of Design:</b>	95.0%
<b>As of Date:</b>	01/22/2021
<b>Expected Useful Life:</b>	30 Years

**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	\$ 5,098,917				\$ 5,098,917	
Traffic Calming Elements Work	\$ 1,035,607				\$ 1,035,607	
Landscape Work	\$ 4,005,947				\$ 4,005,947	
Traffic Signal Work	\$ 3,741,731				\$ 3,741,731	
Overhead Contact System Work	\$ 6,590,753				\$ 6,590,753	
Traction Power Work	\$ 1,734,158				\$ 1,734,158	
Electrical Work	\$ 6,672,495				\$ 6,672,495	
Track Work	\$ 9,200,054				\$ 9,200,054	
Structural Work	\$ 3,224,508				\$ 3,224,508	
Site Assessment & Remediation	\$ 1,132,731				\$ 1,132,731	
Sewer Work (PUC)	\$ 4,355,300				\$ 4,355,300	
Water Work (PUC)	\$ 4,571,002				\$ 4,571,002	
Auxiliary Water Supply System (PUC)	\$ 6,261,504				\$ 6,261,504	
BART Grate Ventilation Work	\$ 2,066,799				\$ 2,066,799	
Traffic Routing	\$ 3,476,032				\$ 3,476,032	
General Allowances	\$ 2,054,372				\$ 2,054,372	
Mobilization	\$ 1,631,147				\$ 1,631,147	
Demobilization	\$ 1,087,431				\$ 1,087,431	
Art Components	\$ 350,000				\$ 350,000	
<b>Contract Subtotal</b>	<b>\$ 68,290,488</b>				<b>\$ 68,290,488</b>	
Construction Contingency	\$ 6,246,922	9.1%	\$ 6,246,922			
<b>Total Construction Estimate</b>	<b>\$ 74,537,410</b>					
Construction Management	\$ 9,370,384	13.7%	\$ 5,622,230	\$ 3,748,154		
Construction Support	\$ 9,370,384	13.7%	\$ 5,622,230	\$ 3,748,154		
Traffic Signage and Striping	\$ 270,141	0.4%		\$ 270,141		
Transit Support <sup>1</sup>	\$ 6,246,922	9.1%		\$ 6,246,922		
<b>TOTAL CONSTRUCTION PHASE</b>	<b>\$ 99,795,241</b>		<b>\$ 17,491,383</b>	<b>\$ 14,013,370</b>	<b>\$ 68,290,488</b>	

<sup>1</sup>Transit support includes costs to support continued transit service such as F-line bus substitution, overhead catenary system support, and provisional stop improvements for bus lines affected during construction.

Note: Total Construction Phase cost does not include construction mitigation and cost multiplier to accelerate construction work.

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2020/21
<b>Project Name:</b>	Better Market Street - 5th to 8th Streets
<b>Grant Recipient:</b>	Department of Public Works

### SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$11,634,000	Total Prop AA Requested:	\$0
Total Prop K Recommended:	\$11,634,000	Total Prop AA Recommended:	\$0

SGA Project Number:		Name:	Better Market Street - 5th to 8th Streets - EP22U
Sponsor:	Department of Public Works	Expiration Date:	09/30/2024
Phase:	Construction	Fundshare:	15.62

#### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	Total
PROP K EP-122U	\$0	\$1,745,100	\$4,610,300	\$4,028,600	\$0	\$10,384,000

#### Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, upcoming project milestones (e.g. ground-breaking, ribbon-cutting), and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.

2. With the first QPR, Sponsor shall provide 2-3 photos of typical before conditions; with the first quarterly report following initiation of work, Sponsor shall provide a photo documenting compliance with the Prop K attribution requirements as described in the SGA; quarterly reports shall include photos of work being performed; and on completion of the project Sponsor shall provide 2-3 photos of completed work.

3. With the next regular quarterly project reporting to the Board (May 2021), SFPW staff will present the Construction Mitigation Plan.

#### 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 - EP44
Sponsor:	Department of Public Works	Expiration Date:	09/30/2024
Phase:	Construction	Fundshare:	15.62

#### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	Total
PROP K EP-144	\$0	\$0	\$625,000	\$625,000	\$0	\$1,250,000
<b>Deliverables</b>						
1. Quarterly progress reports (QPRs) shall include % complete to date, upcoming project milestones (e.g. ground-breaking, ribbon-cutting), and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.						
2. With the first QPR, Sponsor shall provide 2-3 photos of typical before conditions; with the first quarterly report following initiation of work, Sponsor shall provide a photo documenting compliance with the Prop K attribution requirements as described in the SGA; quarterly reports shall include photos of work being performed; and on completion of the project Sponsor shall provide 2-3 photos of completed work.						
3. With the next regular quarterly project reporting to the Board (May 2021), SFPW staff will present the Construction Mitigation Plan.						
<b>Special Conditions</b>						
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	88.34%	No Prop AA
Actual Leveraging - This Project	90.31%	No Prop AA

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2020/21
<b>Project Name:</b>	Better Market Street - 5th to 8th Streets
<b>Grant Recipient:</b>	Department of Public Works

### EXPENDITURE PLAN INFORMATION

<b>Current Prop K Request:</b>	\$11,634,000
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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
OQ

### CONTACT INFORMATION

	<b>Project Manager</b>	<b>Grants Manager</b>
<b>Name:</b>	Cristina Olea (SFDPW)	Oscar Quintanilla
<b>Title:</b>	Project Manager	Capital Budget Analyst
<b>Phone:</b>	(415) 558-4004	(415) 860-2054
<b>Email:</b>	cristina.c.olea@sfdpw.org	oscar.quintanilla@sfdpw.org

**BETTER MARKET STREET FUNDING PLAN**

(Updated January 29, 2021)

ALL DOLLARS IN THOUSANDS

**ENVIRONMENTAL AND PHASE 1 FUNDING**

Funding Source	Status	Full Corridor Env. Review & 30% Design	Design Ph. 1 <sup>1</sup>	Redesign Ph. 1 <sup>2</sup>	Construction Ph. 1 <sup>3</sup>	Future Phases	Total by Fund Source
General Fund	Allocated	5,161					5,161
Octavia Land Sales	Allocated	3,050					3,050
Market Octavia Impact Fees	Allocated	1,500					1,500
Transit Center Impact Fees	Allocated					2,000	2,000
Prop A GO Bond	Allocated	12,960	7,642	7,000			27,602
SFMTA Transit Funds	Allocated		1,355				1,355
Prop K Sales Tax (EP 22U)	Allocated		2,230				2,230
One Bay Area Grant (OBAG)	Allocated				3,366		3,366
BUILD (federal)	Allocated				15,000		15,000
Repurposed Federal Earmark	Programmed				71		71
Prop K sales tax (EP 22 & 44)	Programmed				11,634		11,634
Prop A GO Bond	Programmed				41,810	56,858	98,668
Affordable Housing and Sustainable Communities (AHSC)	Programmed				2,700		2,700
BART (8th/Grove/Hyde/Market)	Programmed		225		3,020		3,245
PUC Sewer and Water Funds	Programmed		2,100				2,100
PUC Sewer and Water Funds	Programmed				22,194		22,194
<b>Total Identified Funding</b>		<b>22,671</b>	<b>13,552</b>	<b>7,000</b>	<b>99,795</b>	<b>58,858</b>	<b>201,876</b>
<b>Phase 1 Funding</b>							<b>143,018</b>
<b>Phase 1 Design + Redesign + Construction Cost</b>							<b>143,018</b>

<sup>1</sup> Phase 1A design cost included sidewalk level bikeway<sup>2</sup> Phase 1 redesign cost includes shared curb lane<sup>3</sup> Cost of Phase 1, at 95% design, (Market Street from 5th Street to 8th Street) does not include the segment of Market St between McAllister and Charles J. Brenham. This segment will be constructed with Phase 2 (F-Loop).**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 current/reauthorization	
Local	Transit Center Impact Fees	





















## Memorandum

### AGENDA ITEM 6

**DATE:** January 28, 2021

**TO:** Transportation Authority Board

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

**SUBJECT:** 02/09/2021 Board Meeting: Allocate \$11,634,000, in Prop K Funds, with Conditions, to San Francisco Public Works for Better Market Street - 5th to 8th Streets

<b>RECOMMENDATION</b> <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action	
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Allocate \$11,634,000 in Prop K funds, with conditions, to San Francisco Public Works (SFPW) for Better Market Street (BMS) - 5th to 8th Streets

#### SUMMARY

BMS is comprised of various streetscape enhancements, transit capacity and reliability improvements, and state of good repair infrastructure work along Market Street between Steuart Street and Octavia Boulevard. The preliminary cost estimate for all phases of the project is \$604 million. BMS has a significant funding gap (\$407 million). SFPW has developed a proposed phasing plan that anticipates construction of Phase 1, the segment between 5th and 8th streets, to start in 2021. The F Loop is Phase 2. The BMS team has been working to prioritize essential scope for Phase 1 to reduce project cost and help close the funding gap; minimize construction impacts to businesses; and provide additional capacity for cyclists given the higher than anticipated volumes since Market Street became car-free. The revised scope will maintain the curb line, delay sidewalk replacement, and includes a shared curb lane for cyclists with improvements such as a painted buffer and double-sharrow treatments. Buses will use the center lanes only. The BMS team conducted public outreach on the new scope in November and December. Cristina Calderón Olea, SFPW project manager, will provide an update to the Board focusing on the design modifications made in response to public input on the new design and their plans to advertise construction by March 1. Attachments 1 and 2 summarize SFPW's request for Prop K funds for Phase 1 construction.

- |   |
|---|
| <input type="checkbox"/> Fund Allocation<br><input type="checkbox"/> Fund Programming<br><input type="checkbox"/> Policy/Legislation<br><input type="checkbox"/> Plan/Study<br><input checked="" type="checkbox"/> Capital Project Oversight/Delivery<br><input type="checkbox"/> Budget/Finance<br><input type="checkbox"/> Contract/Agreement<br><input type="checkbox"/> Other:<br>_____ |
|---|



## **BACKGROUND**

This memo supports the subject allocation request and incorporates the quarterly project progress update requested by the Board as a condition of receiving One Bay Area Grant funds.

**Project Background.** Market Street is San Francisco's premier boulevard and an important local and regional transit corridor. The BMS project includes 2.2 miles of the corridor, from Steuart Street to Octavia Boulevard. It is a multi-modal project that includes, among other features, bike lanes, 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. 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. 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.

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 led the environmental review.

To improve safety and transit performance, the City implemented its quick-build program on Market Street on January 29, 2020. Quick-Build made Market Street car-free eastbound from 10th to Main street, and westbound from Steuart Street to Van Ness Avenue. The project improved transit performance with Muni lines running 6% faster on average. The volume of cyclists also increased by 25% to over 800 per hour at peak.

Given the cost of the project and the length of the corridor, SFPW plans to design and construct the project in phases. SFPW identified Phase 1 as the segment between 5th and 8th streets. As previously reported, SFPW has proposed a phasing plan for design and construction that would allow them to advertise Phase 1 construction in early 2021 and begin construction in summer 2021. The F- Loop streetcar turnaround along McAllister Street, Charles J. Brenham Place, and Market Street between McAllister and Charles J. Brenham is Phase 2. The phasing for the remainder of the corridor will be determined as funding becomes available.

**Prop K Allocation Request.** SFPW is requesting \$11,634,000 in Prop K funds for the Phase 1 construction phase. Attachment 1 summarizes the subject allocation request, 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 project description. Attachment 3 summarizes the staff recommendations for the request, highlighting special conditions and



other items of interest. An Allocation Request Form for the project is attached, with more detailed information on scope, schedule, budget, funding, deliverables and special conditions.

## **DISCUSSION**

**Status and Key Activities.** Quick-Build and Project Scope Changes: The success of quick-build and the increase in bicycle volumes led the project team to determine that the proposed 8-foot sidewalk bikeway was too narrow to accommodate the new bicycle volumes. Consequently, the project team proposed to eliminate the sidewalk-level bikeway, keep bicyclists in the existing curb lane, and add a 2-foot painted buffer to protect bicyclists. This change also allowed the project team to reduce the scope and cost of the project and minimize construction-related impacts to businesses along the corridor, a key consideration anytime, but especially while the City is seeking to support economic recovery during the pandemic.

Other project design changes included eliminating Muni service in the curb lane to eliminate traffic conflicts, new fully-accessible boarding islands that are twice as large as current boarding islands, signalized crossings to boarding islands, shared curb lane with treatments that emphasize bike priority, and new curb ramps with limited sidewalk replacement. Potential transit and shared lane separation treatments include mountable curbs in painted buffers to discourage lane changes and speed tables to discourage speeding in curb lanes. Muni lines are expected to operate only in the center lanes which allows the signals to be optimized to favor transit.

The planned shared curb lanes will be reserved for bikes, paratransit, taxis and commercial vehicles. Loading restrictions in the morning and evening peak commute hours will continue to limit delivery vehicles and conflicts during the busiest times on Market Street. The project team anticipates 75% fewer vehicles in curb lane with the new car-free Market and new transit service plan.

The Path of Gold streetlight poles replacement and other utility relocations will be delayed. The project will repave Market Street and replace worn-down rails, BART grates in the street, and traffic signals. The tracks will be upgraded from "tie and ballast" to "direct fixation". The existing 8" traffic signals will be replaced with new, 12" signals that meet current standards. The project team plans to replace some water and sewer pipes that have reached the end of their design life and reline others to extend their life. The project team will also replace the overhead catenary system, traction power systems that provide electricity to vehicles, and switches.

**Outreach Activities.** The BMS team presented design changes to the public at virtual open house throughout November, two virtual meetings on November 4 and November 9, and also to the San Francisco Taxi Workers Alliance on December 2. The BMS team also conducted a public survey from November to early December.



The survey received 388 responses and indicated that many participants did not like the removal of the sidewalk level bikeway nor having to share the curb lane with taxis, delivery vehicles, and paratransit. There also were concerns about the speed tables, mountable curb, and having all of transit in one lane. Several people noted that private vehicles continue to drive on Market Street. Other respondents liked having a dedicated Muni transit lane, a wider lane for bicycles, and restrictions that help slow down or limit vehicles, such as commercial delivery and loading zone restrictions during peak commute hours. Bicyclists requested possibly moving taxis and paratransit to the center lane, and to install forced right turns at regular intervals/intersections. Paratransit is allowed to use the center Muni-only lanes.

**Post-Outreach Proposed Changes.** After receiving outreach responses from the online meetings, the project team proposed additional changes to respond to the concerns. These changes include lowering the speed limit to 20 miles per hour between Franklin and Steuart streets. The project focused the installation of speed tables next to boarding islands to slow vehicle traffic and discourage speeding near transit riders and pedestrians while removing them from other midblock locations to reduce the number of speed tables that people biking and passengers in taxis or paratransit would need to traverse. Speed tables help enhance the 10-mile-per-hour safety zones next to boarding islands and vehicles will not be able to change lanes to avoid the speed tables at the new proposed locations.

People biking, transit riders, and taxi drivers expressed concerns about crossing mountable curbs to pass double-parked or broken-down vehicles. The project team will no longer install proposed mountable curbs between vehicle lanes and will instead, explore other ideas for lane separators. The team will also explore the use of traffic cameras to monitor illegal turns onto Market Street to improve enforcement of the ban on private vehicles.

To further reduce conflicts between motorized vehicles and pedestrians and bicyclists, the BMS team proposed implementing four new required right turns for taxis and commercial vehicles. The required right turns will be located eastbound at 8th and 6th streets and westbound at Kearny/Geary and Turk streets. Transit, paratransit, bicyclists, and emergency vehicles will be exempt from the right turn. The BMS team installed signage to indicate that taxis and paratransit vehicles may use Market Street loading zones at all times in January 2020.

To offset restriction taxis face on Market Street, the BMS team proposed to exempt taxis from left-turn restrictions along eastbound Mission Street at 11th and 9th streets, and westbound Mission Street at 2nd, New Montgomery, 5th, 6th and 11th streets. These proposed changes will add onto the 2019 Better Market Street legislation that included commercial vehicle loading restrictions during peak hours and three commercial vehicle required right turns. The required right turns westbound at Geary/Kearny streets and at Hayes/Larkin streets will be implemented in 2021 through quick-build implementation. The eastbound required right turns at 6<sup>th</sup> and 8<sup>th</sup> streets will be implemented after the Phase 1 construction phase. The





SFMTA Board approved the speed limit reduction, required right turns, and left turns for taxis along Mission Street on January 19, 2021.

The design team has completed 15% plans for the entire project corridor and is at 95% complete for design for the Phase 1 improvements with the new scope. The project will be ready for advertisement in Spring 2021 and construction should start by May 2021 as required by the federal Better Utilizing Investments to Leverage Development (BUILD) grant. The design for Phase 2 which includes the F-Loop along McAllister Street and Charles J. Brenham Place may take 2 years to complete with construction anticipated to start in 2024.

**Project Cost and Funding.** The partner agencies have reevaluated the state of good repair scope of work and reduced the total cost of the project. The new total construction estimate for Phase 1 is \$99.8 million of which \$74.5 million is for the construction contract, contingency, and escalation, and \$25.3 million for soft costs. Phase 1 construction soft costs reflect \$6.5 million for transit support including F-line bus substitution, overhead catenary system support, and provisional stop improvements for bus lines affected during construction.

Work along Market Street between McAllister and Charles J. Brenham will be completed as part of Phase 2 – F-Loop and is estimated to cost \$17 million. The total project cost for Phase 1 and Phase 2, including \$7 million for the 2020 redesign, is \$123 million compared to the 2019 estimate of \$191 million. A significant portion of the construction cost represents state of good repair and infrastructure renewal work that would be required regardless of the BMS project. However, maintaining the curb lane allowed the project to remove utility relocation work.

The attached Allocation Request Form shows the current funding plan for the BMS project. The BMS project has secured \$201.9 million in funding from the federal BUILD grant program, One Bay Area Grant program, BART, Prop K sales tax, SFMTA's Prop A General Obligation bond, and other funding sources. Based on the 2020 cost estimate for the new Phase 1 scope, this would fully fund Phase 1 through construction with \$58.9 million to apply toward future phases. With respect to Phase 2, the segment on Market Street that will be delivered through Phase 2 is fully funded; however, cost estimates and the funding plan for the F-loop streetcar turnaround still need to be finalized.

The BMS team is also focused on getting the project shovel ready in order to qualify for potential state or federal stimulus funds.

**Current Issues and Risks.** The new design changes for Better Market Street seek to balance the needs of transit, bicyclists, pedestrians, taxis, paratransit, and delivery vehicles with a limited budget and while reducing the construction impacts on businesses that have been severely impacted by COVID. This can be a difficult balancing act due to limited lane space on Market Street, competing interests, and multi-modal traffic conflicts. Bicyclists have expressed concerns about the need for a dedicated bike facility to avoid traffic conflicts, but



there is not enough space to provide a dedicated bike facility of the width required to accommodate even 2020 bike volumes. Taxis and paratransit have expressed concerns about reduced access and longer trips along the Market Street corridor due to forced right turns requiring less direct routes. Businesses may also have concerns about delivery truck route changes but have been difficult to reach as the majority of businesses have been closed during COVID.

Identifying funding to close the funding gap for the remainder of the project beyond Phase 1 remains a significant challenge. SFPW and project partners are continuing to look for other funding opportunities, and the project team is seeking to make the project shovel ready to compete for any stimulus funds. After finishing design for Phase 1, the project team will focus on Phase 2 and the remainder of the project. This will include extending the re-evaluation of the scope and phasing options corridor-wide, which is expected to help reduce costs and narrow the funding gap.

## **FINANCIAL IMPACT**

The recommended action would allocate \$11,634,000 in Prop K funds. The allocation would be subject to the Fiscal Year Cash Flow Distribution Schedule contained in the attached Allocation Request Form.

Attachment 4 shows the approved Prop K Fiscal Year 2020/21 allocations and appropriations to date, with associated annual cash flow commitments as well as the recommended allocation and cash flow amounts that are the subject of this memorandum.

Sufficient funds are included in the adopted Fiscal Year 2020/21 annual budget. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distributions for those respective fiscal years.

## **CAC POSITION**

SFPW did not submit the allocation request in time to be agendaized at the January 27 CAC meeting. However, the BMS project team provided a progress update on BMS at the January CAC meeting, which included a heads up about the current construction allocation request. We are advancing the request directly to the February 9 Transportation Authority Board meeting to enable SFPW to meeting timely use of fund deadlines associated with federal funds awarded to BMS.

## **SUPPLEMENTAL MATERIALS**

- Attachment 1 – Summary of Request
- Attachment 2 – Project Description
- Attachment 3 – Staff Recommendations
- Attachment 4 – Prop K Allocation Summary – FY 2020/21



- Attachment 5 - Allocation Request Form